



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

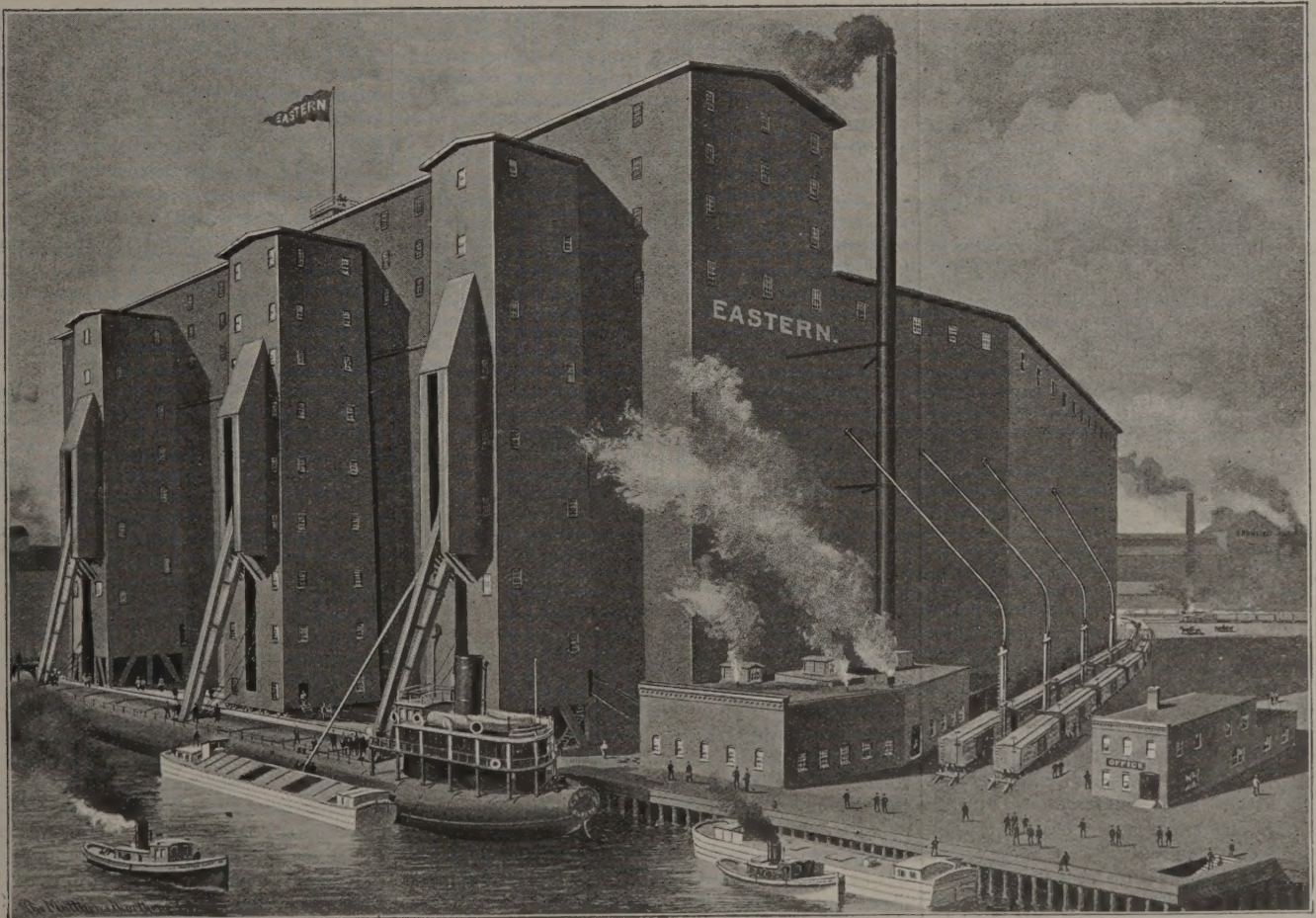
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THE NEW EASTERN ELEVATOR ON BUFFALO RIVER, BUFFALO, N. Y.

THE NEW EASTERN ELEVATOR AT BUFFALO.

On the preceding page we give an excellent illustration of the new Eastern Elevator, which was erected last year at Buffalo, N. Y., for the Eastern Elevator Company by James Stewart & Co.

Our illustration shows to advantage the handling facilities of this house. Its three marine legs, one of which is placed in a movable tower, have a receiving capacity of 45,000 bushels of grain an hour. Grain can be loaded into a number of cars and into canal boats at the same time. Special facilities are provided for loading cars, but the canal boats must lie outside the lake vessel from which grain is being received.

The house is one of the latest and best at Buffalo. It has all the modern appliances and is well arranged for handling grain quickly and at small cost. It is well constructed and conveniently located on Buffalo Creek. The storage capacity of this house is 1,750,000 bushels.

POUNDS VERSUS BUSHELS.

BY AN ELEVATOR EMPLOYEE.

A conspicuous "survival of the unfittest" in these days of the nineteenth century is the bushel measure. The next survival in the order of unfitness is the one-half bushel measure. The old peck measure which hung in the barn comes next, because two pecks, it is alleged, make one-half bushel. But in the grain business the half-bushel and the peck measures have long since become mere figures of speech. An elevator receipt reads so many bushels and — pounds, the short cut offered by the words one-half ('n'af) being generally ignored, even by the rapid members of the Exchange.

It is an inexplicable piece of stupidity that our grain traffic should still be incumbered with this bushel measure when the actual use of the thing is as obsolete as a last year's time table. The inconsistency of reducing pounds to bushels and bushels to pounds, of figuring freight on pounds and prices on bushels, and muddling up our grain accounts generally in the effort to balance rye with wheat and oats and barley; the inconsistency is nothing short of stupidity to anyone who will take the trouble to note the number of reductions a carload of grain undergoes in its travels from the threshing machine to the consumer.

All kinds of grain are received into the elevator in pounds. There is not a bushel measure about the place. A bushel is never used in measuring grain, and a bushel measure of one grade of grain is not a bushel of another grade. Why, then, should the grain be reduced to bushels? Only because it is difficult to get out of a rut. Here is an example which may have happened at any elevator. Ten cars of grain consigned to Brown & Co. are unloaded this morning. Brown & Co. are on the lookout for this grain, as they have a vessel at the dock on the other side of the elevator which is waiting to finish with these ten cars.

Now this is the way it is done: Each car separately is reduced to bushels, then these bushels are totaled and a shipping order written on the elevator for the total number of bushels. The shipping order then goes to the foreman of the elevator, who immediately reduces it back to pounds, because he cannot deliver it in bushels. The consignee pays his freight at the rate of eight cents per 100 pounds; he must therefore reduce each carload in bushels to pounds by one means or another, in order to compute freight charges on each car separately. Now, the reason for all this back-action work, and much more beside, is that years ago grain was measured instead of weighed. The bushel was once a standard of measurement; and we are still trying to use it when nothing is measured.

Not many years ago the standard of our fractional currency was the shilling. Now it is the dime. For years after the disappearance of the shilling merchants continued to make their goods in shillings and sixpences, and those of the younger generation had to stop to reduce the price of a five-shilling hat, a six-shilling pair of shoes or a seven-shilling waistcoat to cents before they knew how much money to count out. If we are going to persist in reducing pounds to bushels and setting the price per bushel instead of

per hundredweight because there once was such a thing as a bushel, why should we not for exactly similar reasons reduce our cents to shillings?

If a merchant demands 14 shillings for a pair of trousers I must reduce 14 shillings to cents before I count out his money, and for the reason that there is no such thing as a shilling in use. If a farmer brings me 14 bushels of wheat I must reduce his 14 bushels to pounds before I can measure it, and for the reason that there is no such thing as a bushel in use. In earlier days a bushel measurement was close enough. The grade of grain was not then a matter of such fine distinction as it now is. Farmers actually measured their grain, and were satisfied with a tally of the one-half bushels. Fancy the results of measuring nowadays even a carload of grain by the bushel. The inaccuracy of the system would elevate our present shortage evil out of sight, to say nothing of the time consumed in handling the grain.

The fact is, the development of the grain traffic with its elevators and whalebacks has rendered the bushel measure as impracticable and effete as the early method of elevating grain—to wit, a flight of steps, a man and a bag. Then why adhere to the bushel standard when the result is only an infinite amount of superfluous work and a useless tangle of accounts? And besides all this, there is no definite quantity in bushels of the same kind of grain as it is now composed.

A shilling was always a shilling. Of wheat we say there are sixty pounds to the bushel, while this is true of a certain grade of wheat only. There are grades of which we cannot possibly get sixty pounds into a bushel measure, and there is occasionally a grade of which a bushel will hold more than sixty pounds; so that the term bushel has no definite meaning, because to know how much money it will bring we must first weigh it to know how much wheat there is in the bushel.

An elevator cannot receive a bushel of wheat; it cannot deliver a bushel of wheat. No other plan than that of weighing is practicable or just. A pound is sixteen ounces, whether the grain is rye, barley, corn, wheat or oats. In a bushel there is about a peck of *ifs*. If it is No. 2 Red its value in pounds is so much; if it is No. 3 it is so much; if it is No. 4, so much; if Rejected, so much, and so forth.

Aside from all this muddle and nonsense is the ridiculous waste of labor in maintaining a balance in the elevator accounts. After the carload is reduced to bushels and the receipt issued for bushels, each kind of grain must be balanced by itself. A balance of the total of the different kinds with the total receipts as shown by the elevator tally book is out of the question unless a deal of reducing is done. And so it goes; pounds to bushels and bushels to pounds—forward and down the center and back again. The Virginia reel isn't a circumstance.

The nonsense does not stop with the elevator accounts. Freight by rail is computed at a certain rate per 100 pounds. What is the freight on 640:20 bushels at 9 cents? Now this is easy enough to compute; perhaps we use a table which necessitates reference only. If the 640:20 bushels is wheat the freight is so much; if corn, so much; if oats, so much. Nor is this all the commission merchant has to contend with. He must render his account as sales for so many bushels, for the reason that the market price is based on bushels. The shipper's bill of lading calls for so many pounds. He must also reduce to bushels and ascertain the amount of freight per bushel at the rate of freight per hundredweight. Then, again, there are the fractions of bushels in pounds, on which the price per bushel must be computed.

This, also, can be done easily by referring to a table. But in order to appreciate the muddle let us suppose the account sales is for 640:20 of corn at 53½ cents per bushel. If this 20 pounds were wheat it would be exactly one third of a bushel, and ⅓ of 53½ is easy enough; but it happens to be corn, or it may be oats or barley. Whatever it is, it makes more trouble to extend the price on this 20 pounds than to extend the price on the 640 bushels. And all because the price is 53½ cents per bushel instead of 96 cents per hundredweight.

I have contended for years that the grain business, including the elevator system, is burdened with some

very senseless and finished stupidities. This bushel survival is one of them. If we are going to stick to the bushel why not go back to the muddle with the shilling, the sixpence and the fippenny bit?

BLEEDING COUNTRY SPECULATORS.

The low prices prevailing for farm products, particularly wheat, has encouraged the re-establishment of a few "bucket-shops" at Chicago, chiefly by adventurers from other sections of the country. They are flooding the mails with all kinds of documents, statistics, etc., to induce speculators to invest with them—and it is needless to say that the investor and his funds part forever.

We do not claim that there are not legitimate houses outside of the commercial organizations who trade in stocks, bonds, grain and provisions. But the fact that the members of these firms are not members of such organizations should lead to, at least an inquiry on the part of the investor as to the standing of such firms and their mode of doing business.

Outside speculators should understand that in placing their orders with firms who are connected with commercial organizations, that it is to the interest of the party who receives such orders to protect the investment of his customers as much as possible. And in doing so they assist in sustaining a legitimate market. On the other hand, if the orders are placed in a "bucket-shop" of the "freeze out" character, the object of the party who receives the orders is to secure the margin deposited as quickly as possible, for the investor either buys or sells to the "bucket-shop," and they are not in a losing business. There is no guarantee that the quotations furnished are legitimate—may be manufactured for the purpose—and there is no recourse to recover the money lost, as the owner of the "bucket-shop" is not connected with any commercial organization.

Interior speculators should take warning, and not invest in any alleged "pools" or "special systems" for speculating in any article, especially where they are guaranteed against losses. All such schemes are illegitimate, and generally managed by parties who find it convenient to frequently remove their place of business to various sections of the country.

If outside parties desire to speculate, there are numerous reliable and responsible firms in the trade, connected with commercial organizations, who will honestly transact any business which may be entrusted to them. They do not guarantee profits nor secure investors against losses; but they will watch the interests of their customers closely. All investments are not profitable, nor are they all unfortunate—even if entrusted to responsible parties—but investors should at least place their trades where their interests will be carefully guarded, and not with parties whose only profit in business is the money they can filch from confiding patrons.—*Trade Bulletin, Chicago.*

PROPOSED TARIFF FOR CANADA.

Last week the new or revised tariff of Canada was announced. The proposed changes are many, but the principle of protection is steadily adhered to, the variations being made with a view, particularly, to ease the burdens upon agriculture and to afford it protection so far as possible.

Reciprocity is recognized by proposing to admit free from countries that will also admit free, green or ripe apples, beans, buckwheat, peas, potatoes, rye, rye flour, hay and vegetables, not elsewhere specified, or any of them, otherwise tariff will be 25 per cent. Indian corn will be admitted free on same condition, that is, of reciprocity, otherwise the duty will be 7½ cents per bushel.

Losses amounting to millions of dollars are each season sustained by farmers on account of growing a variety of corn that produces small ears. It is estimated that 100 well selected ears of corn will make a bushel of 70 pounds in the cob or 56 pounds of shelled corn. A variety of corn can be "bred up" to produce large ears, for the laws of evolution are the same whether applied to breeding stock or producing grain or vegetable crops.

A SIMPLE GRAIN DISTRIBUTER.

Many good grain distributors have been invented and designed by builders and operators. Some of the best ones require the operator to be on the top floor to change it, but the one illustrated herewith can be operated from the ground floor or any place the builder desires to place the drum and indicator.

The accompanying drawing shows a grain distributor designed by Mr. C. Helwig of Detroit, Mich. The distributor consists of two spouts, one within another. The inner spout is made up of joints which may be raised or lowered. As will be seen, the grain from the main spout is let into a larger one, or the distributor whence it may be sent to any one of eight spouts.

The outside spout has in it a series of short iron spouts which are so constructed that they may be placed within one another. These separate joints are raised and lowered at will by a chain which runs down the center of the distributing spout, connects with a bar attached to the iron sides and at the bottom to the plug. It also has a weight attached which keeps the joints of the interior spout in their proper positions. The chain passes over a pulley above the jointed spout and is wound or unwound by a crank below the distributor, at the same time registering on the indicator the disposition of the grain. Down the sides of the distributor spouts are arranged, leading to different bins.

The working of this grain distributing spout is simple and it is easily operated. The different spouts leading from the distributor are numbered from one to eight, more or less, and there are corresponding numbers on the indicator. If grain is to be spouted from spout 2 the chain is wound up until the indicator needle points at No. 2. By this the lower joint of the inner spout is raised, thus moving the plug to outlet 2 in the distributor, and all grain spouted into the distributor is spouted out only at spout 2. The illustration shows only two rows of spouts connected with the distributor, one on each end. By proper arrangement of the plug and with a system of valves it is possible to have four rows of spouts leading in four different directions.

PROTEST AGAINST THE ANTI-OPTION BILL.

Minneapolis is the largest primary wheat market of the country. The proportion of the members of the Chamber of Commerce of that city who are actual dealers in grain is larger than of any other grain exchange, so that resolutions passed by that body must be accepted as voicing the sentiments of the majority of those engaged in the handling of grain in the Northwest. In championing the best interests of the grain trade the Chamber of Commerce recently adopted the following resolutions:

"To the Honorable Senate and House of Representatives of the United States and Congress assembled:

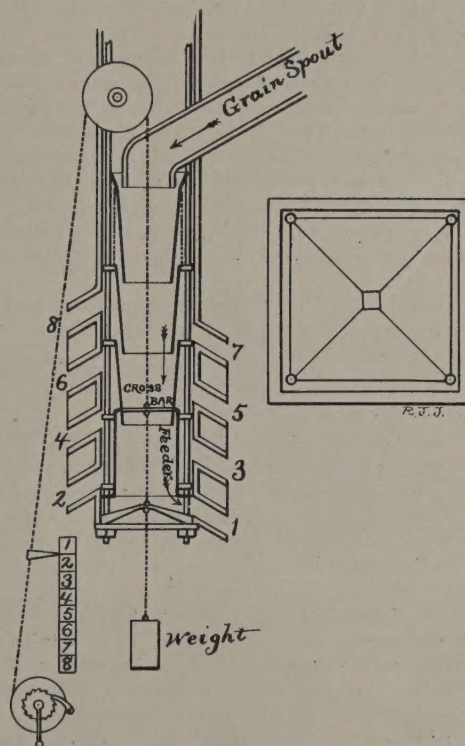
"Your petitioners respectfully represent to your honorable body that for reasons hereinafter stated the legislation in what is known as the Hatch Anti-Option Bill, or other bills of a similar nature, is against the best interests of legitimate trade in grain in the Northwest and other agricultural states, and if such bill becomes a law it will necessarily interfere with the prosperity of this grain producing country. By provisions it proposes to do that which will ruin some of our most extensive business interests and will work harm incalculable to this whole section. In our judgment the passage of the bill would be a serious calamity and would do more injury to all legitimate classes of the grain trade than to that class of speculation which the author of the bill seems to consider as legitimate.

"Trading in foreign products for future months grew from necessity as it was found impossible to deliver grain to terminal points where it would be salable in time to meet the markets for present delivery when it was desirable. The necessity for future sales against the products held at various places throughout the interior is required to safety, as without it holders of such grain would necessarily become speculators to the extent of the amount they hold. If they were to carry it as speculators they would at once

destroy their credit and would find great difficulty in getting the money to pay out to farmers for the grain.

"It sometimes happens that there are no less than 25,000,000 to 30,000,000 bushels of wheat held in the interior of Minnesota and the Dakotas in elevators. By the owners of this grain in the country being able to sell against it for future delivery it gives the owners credit in the financial markets of the country by which they can secure funds necessary to pay farmers for it. The great wheat crops of the Northwest are chiefly marketed in a short period of three, four and five months in each year. Manufacturers are not able to buy this grain and pay for it and hold it until it is wanted by them for use. It becomes necessary, therefore, for other parties to buy the grain and procure some means of holding it until it is wanted for manufacturers. If it would be required to operate under such a law as the Hatch Bill seems to contemplate, buyers would be greatly reduced or they would not care to hold property they could not sell against without exposing their entire operations to the public, or to hold it as speculators without being able to sell it for protection against decline.

"The same necessities that call for future sales call also for future buyers, and anything that prevents



A SIMPLE GRAIN DISTRIBUTER.

the unrestricted sale of what has been bought would eliminate buyers to such an extent that few would be left excepting manufacturers and exporters. Now, all classes of buyers are continually in the market. Millers who buy grain against their contracts to manufacturers and deliver flour; exporters who charter ships and make contracts to deliver in Europe; traders who think that one market is at any time too low as compared with others immediately buy in the market that seems relatively low. All these different classes of buyers create activity and activity is demanded in order to bring about the best results to sellers of any such class of property. If by the passage of some such bill as the Hatch Bill competition be reduced, the result will be materially to lower the prices of the great staples of the Northwest, as well as other agricultural products affected in the interior, as compared with seaboard and all foreign values, making the business of grain dealing insecure and purely speculative. Under the present practices of handling grain it is chiefly owned by speculators in the way of future buying, and carrying is chiefly done and the expense paid by the speculators.

"Grain in the Northwest is now sold against in New York, and other seaboard points, as well as in Chicago or any other market that will seem to promise the best results. These sales are made for the reason that during the heavy movement of grain early in the harvest the Northwestern primary markets are unable to supply buyers necessary to take care of it,

without unduly depressing values. It therefore becomes necessary for the grain dealers making these protection sales to change them back to the primary market where actual deliveries are to be made. It would be utterly impracticable under the terms of the present bill to make such sales and our own markets would inconveniently depress at such times as the sales would have to be made. It would follow, therefore, that the grain would meet depressed demand and necessarily reduce prices at every step from the farm to the consumer; for none would pay full prices for property they would not sell again except by restrictions or hardships that would be a burden.

"The early sales of grain go indirectly into the hands of speculators when it moves from the farm and is not taken up by consumers, manufacturers or exporters until such times as they need it, for speculators will pay more for it than others. There are now in the Northwest some 25,000,000 bushels of wheat, in store at the elevator and at terminal points, the bulk of which is held by speculators as they pay higher in competition than millers, exporters, or other dealers would pay for it in advance of their wants for consumption. It is found by experience that the claim that prices are lower by future selling is not correct.

Combinations are formed with a view to influencing prices more usually to enhance prices than to reduce them. The only time when short selling is invited are in cases of fictitious advances or when markets are from any cause forced above the true values. If it be admitted even that short selling may depreciate values it necessarily follows that all these sales must be repurchased, creating an excessive demand fully offsetting the influence of sales. It is found that future sales are necessary for the most economical movement of the crops from the producer to the consumer, and that to restrict buyers destroys competition with activity and higher prices.

"A law prohibiting fire insurance, or a law making it inconvenient for owners of property to insure against loss, would be of no more damage to the interests of such holders than this bill if it becomes a law would be to the grain dealers of the Northwest.

"It is found by investigation that previous to the time that future trading was established in the Northwest the difference between the price of the terminal market and that paid the producer in the country was 2½ times more than it is now, and we believe that the passage of the bill would re-establish that same wide difference between terminal markets and the country markets where the farmer would have to sell."

AD VALOREM DUTY ON HAY.

Ah, the beauties and possibilities of an ad valorem duty as applied to hay! Just look upon this picture. You need only recur to the period 1846-57 to have numerous illustrations of its truthfulness. The Canadian hay shipper taps the customs official gently on the shoulder and gives him an assuring there-is-a-V-in-this-for-you sort of a wink. The shipper or consignee exhibits his invoices with the hay in question valued at \$4.50 per ton. This would make a 20 per cent. duty approximate about 90 cents. Of course the customs official knows better, but then there is that knowing wink.

Then when it comes to weighing those tons—ye Gods! was ever a ton so heavy or hay pressed so tightly? But to the point. That wink lets about 1½ tons pass for one; consequently we have a duty of 90 cents collected on 1½ instead of one, which makes a duty approximately 60 cents per ton. Of course there is that V to be accounted for, but there are hundreds of tons, and what is a little V, except to a customs official? To be brief, what show has a Western shipper of hay in the Eastern markets against such opposition as this from the Canadian hay raisers, favored by an ad valorem duty of 20 per cent.?—*Hay There.*

The great grain "picture" made of cereals which was on exhibition in the Illinois Building at the World's Fair at Chicago has been set up in the Horticultural Building at the California Mid-Winter Fair. The picture is 32x24 feet in size and is composed of closely fitting panels. It is to be exhibited at the Illinois State Fair also.

ORGANIZATION OF KANSAS GRAIN DEALERS.

During the last thirty days we have sent out the following letter of inquiry to Kansas grain dealers:

Dear Sir:—As repeated efforts have been made in the past by the grain dealers of Kansas to organize an aggressive association, and renewed efforts are now being made to form an active association that will protect and promote the interests of Kansas grain dealers, we would consider it a favor if you would inform us what plan of organization would, in your opinion, be most likely to meet with success.

What abuses, impositions and reforms do you think merit most the attention of such an organization?

What reasons have you for declining to support a state organization of grain dealers?

In what way should the work of organization and reform be undertaken and prosecuted?

What place and date would you suggest for the first meeting of dealers?

A number have favored us with their opinions on the subject, and we give them below in full.

CONTENTED.

Editor American Elevator and Grain Trade:—I know very little about the movement to organize the Kansas Grain Dealers' Association. I have been asked to meet at Wichita, on April 17, a number of dealers with whom I am somewhat acquainted, but the real object of the meeting I cannot explain. I am very well satisfied to paddle my own canoe. The grain dealer in Kansas has as easy a way of making a living as the poor devil on the farm. All "combines" wind up at last against the producer. I am a free trader, and do not ask favors of any combine.

Very respectfully, B. F. CAREY.
Freeport, Kan.

FAVOR ORGANIZATION; TRACK BUYERS.

Editor American Elevator and Grain Trade:—We are glad to see that an effort is being made for an organization of the Kansas grain dealers. I worked in an association which we had in Nebraska some seven or eight years ago, and it was a grand thing; but a law was passed that put a stop to our progress. We are willing to do anything in our power to help secure an active association. We are bothered here with parties from Texas buying on track. The matter ought to be taken up and considered by the railroad companies. The railroad companies should protect the elevators and those who have money at stake.

Yours, GRAHAM & SCHILLING.
Fairview, Kan.

NEEDED REFORMS AND HOW TO SECURE THEM.

Editor American Elevator and Grain Trade:—One of the questions that should merit the consideration of the grain dealers of Kansas, should an organization be effected, is the present system of terminal weighing. Also the present system of free storage of grain by elevator owners until cars can be obtained should be changed so as to allow storage fees by railroad companies.

My only reason for not wishing to support a state organization of grain dealers is that I think organization by districts would be more effectual in combating common evils. The plan of organization as generally adopted is too extensive; but as to how the needed reforms should be effected I cannot at present suggest. I think Kansas City or Topeka would afford a good meeting place.

F. W. FRASIUS.
Clyde, Kan.

ABUSES ARE MANY.

Editor American Elevator and Grain Trade:—We think the Kansas grain dealers should have a state organization with full power to make assessments, and in case it were necessary assess and collect fines. The abuses of the grain dealers are many, but we think that in the inspection of our grain can be found the most important abuse. For instance, we have had No. 2 Red graded No. 2 Hard when it was strictly pure, soft wheat, thereby entailing a loss of from 4 to 6 cents per bushel. Then again there is the terminal in weights, and the dockage forfeiture for future shrinkage.

We have no objection to an organization; on the contrary, we would favor one and will lend it all the

influence we have. Let there be a call to all dealers in the state to meet in Topeka, say about the first of May.

Yours truly, W. R. WEST & Co.
Minneapolis, Kan.

REGULAR DEALERS SHOULD ORGANIZE.

Editor American Elevator and Grain Trade:—The abuse from which we suffer most is committed by the grain commission firms. They send out bids to farmers and irresponsible buyers to buy in territory where there is a regular buyer; and this practice can be stopped only by organization. I would support any organization that would benefit the regular grain dealer.

Let us organize by having a meeting of all the regular grain dealers. The first meeting should be held as soon as possible, say not later than May 25, and at Kansas City, Topeka, Wichita, Hutchinson or Salina, whichever is thought most convenient.

Respectfully, M. REED.
Louisburg, Kan.

WILL ASSIST IN ORGANIZATION.

Editor American Elevator and Grain Trade:—I have not had time to investigate the matter of a state organization of grain dealers. We ship from this station about 800 cars of grain annually. If there was an organization of grain dealers that would take hold of the matter right we would have headquarters where grain could be loaded into vessels from two large elevators, one located east of here and one south. Arrangements could be made with some road running in both directions for shipping grain in train loads and thereby getting the advantage of the best of rates. If our organization was strong enough and properly managed we might be able to hold our own on the market.

I hope to hear of something being done in this matter, and I will give it every assistance I can.

J. B. DYATT.
Almena, Kan.

COULD ADJUST DIFFERENCES.

Editor American Elevator and Grain Trade:—The grain dealers in this section are not in harmony; too many are doing business at a loss, forgetting that in union there is strength. The grain dealers of Kansas, if well organized, could adjust their differences and establish general rules based on correct business principles.

We are discriminated against badly here by the railroad companies. They are seeking to dictate as to where our wheat shall be sold by giving rates only to points that best suit them, disregarding the natural channels through which our products should go. I have no reason for not supporting a state organization. I would suggest Wichita as the best place to meet, and April 17, 1894, as the day.

Any further information I can give will be forwarded.

Yours respectfully, O. T. NASH.
Cheney, Kan.

IN FAVOR OF ORGANIZING.

Editor American Elevator and Grain Trade:—We are pleased to see that the question of organizing a grain dealers' association in Kansas is being agitated. Mr. Bateman of our firm of Bateman & Co. was once a member of the Nebraska association, but was not an active member long enough to become familiar with the workings of that association. We think that on the Interstate Commerce bill becoming a law the association disbanded.

We are in favor of organizing an association in Kansas, providing the railroad companies will co-operate with such a body. We have often thought that the grain dealers of adjoining towns should understand each other and all work together for mutual good.

In our state the Alliance has tried shipping grain and stock, but of late they have nearly abandoned grain shipping in this section, while some stock is still shipped. We know that they have educated themselves in the knowledge of rates, commissions, grades, etc., until the grain dealer to compete with this knowledge has to handle grain on too close a margin. If we can organize as a body and get concessions from the railroad companies which outside

parties could not get, thus giving us a little more margin for handling, it would be a good thing.

We would favor as a place for holding a meeting for the purpose of organization Topeka or Wichita or Newton. We will pledge ourselves to attend a meeting for this purpose if it is possible for us to attend.

Thanking you for your interest in the subject, we remain,

Very respectfully yours, BATEMAN & Co.
Courtland, Kan.

SOMETHING MUST BE DONE.

Editor American Elevator and Grain Trade:—I am surely in favor of the co-operation of grain shippers, and think it has got to the time when something must be done. In this state the Alliance people have tried to control the earth. Where the Alliance people have built or controlled elevators they have been failures, and a great many of their own class do not now patronize their elevators, where there are any left in the business. But where it has hurt regular buyers and shippers is in this way:

It has placed farmers in touch with certain commission firms which cater to their trade and keep them posted by track bids. It has got so now that any farmer with one car of grain a year to sell can get as much on track as a regular buyer who has his money invested in his business; consequently a buyer must buy so close that there is no profit in it, or he can stand by and see a farmer shovel his grain into a car. I consider it an imposition that a farmer can get the same transportation rates on one car of grain a year as a dealer who ships several hundred in the same time.

I can see no way to help this unless by the combined efforts of all regular shippers. If we had a strong association we could bring influence to bear upon the railroad companies sufficient to induce them to raise the tariff on grain enough to rebate to the association shippers and make irregular shippers pay regular tariff. This may not be feasible on account of Interstate Commerce law, etc., but as to that I am not fully posted.

As to the method of proceeding in organization and reform, I cannot express an opinion, as I am not well posted in such matters. But I think that an association can and should be formed, the first meeting to be held in some central location easy of access. Salina would be a good place probably, and on a date within two months.

I think that the only way to do this work successfully would be to charge a good membership fee and what annual dues would be necessary. It would be almost necessary to make it more or less of a secret organization with a private cipher code for its own use. It might be thought best to establish an office at some Missouri River point to look after the interests of the association. I am in favor of organization and will support an association.

Yours, H. C. STROHM,
Partner and Manager for O. Denton.
Downs, Kan.

CHARGES FOR SHOVELING GRAIN.

In New York the established rate for shoveling grain to the leg of the elevator in canal boats is \$1.50 per 1,000 bushels, while in Buffalo the rate for shoveling in vessels is \$4 per 1,000 bushels.

In New York canal boats are trimmed decks too with 10,000 to 13,000 bushels of grain for \$4, while in Buffalo the rate is \$10 for only 8,000 bushels. Therefore the rates in either case are two and a half times as much in Buffalo as they are in New York. Another important fact against Buffalo is, that there is not half as much labor in shoveling grain to the leg in vessels as there is in canal boats.

To cap the climax, says the *Canal Defender*, the rate for shoveling grain to the leg of the elevator in Buffalo is double the rate in any other port on the lakes. And why Buffalo grain scoopers should demand $\frac{1}{2}$ of a cent a bushel more than is paid in New York has been severely criticised for years.

A closed canal has always meant a high rate of transportation, and that means higher prices of food products from the West to the people of the East, and that means less consumption of food, and, as a consequence, a greatly decreased traffic.—*Canal Defender*.

THE WORK OF THE INTERSTATE COMMERCE COMMISSION.

It has come to be quite common among that class of railroad officials who object to the restraints imposed by the Interstate Commerce Law, as well as that portion of the public who are ignorant of its workings, to pronounce the law inoperative, inefficient and altogether a dead letter, as though it had ceased to be useful in any degree for the purposes contemplated in its enactment. These characterizations of the new law are due to the fact that most of the cases which have been carried into the courts have resulted unfavorably to the law as interpreted by the commission, thus creating the impression that nothing is being accomplished by that body. Than such an assumption nothing could be further from the truth. The cases carried to the courts comprise but a small

important service shall continue to be performed during the experimental period of the law, there is abundant reason to expect that when it shall have been amended so as to remove the radical defects now attaching to it, it will prove, as was intended, a most efficient regulator of commerce.—*Railway Review*.

THE BEARS AND THE BULLS.

It may have been thought from an illustration in the March *AMERICAN ELEVATOR AND GRAIN TRADE* that all the Toledo bears had sought their holes in dire confusion and taken all long lines with them on the attack of the bullish cohorts; but if such an inference was gathered it was a grievous mistake, and grievously has it been answered. The vainglorious rally of the bulls is here shown in a different light.

HEAVY AND LIGHT WEIGHT SEED WHEAT.

A report of the Agricultural Experiment Station of Minnesota says: Experiments conducted at this station and elsewhere have shown that good heavy weight wheat gives better results for seed purposes than light weight wheat of the same variety. Among the more important results that can be cited in this connection are those obtained by Hellriegel, who showed that the heavier the seed the more vigorous is the young plant, and where there was not an overabundance of plant food in the soil the differences in vigor of the plants are traced even up to the time of harvest.

Briefly stated, the heavy weight seed contains more valuable food material for the young plant in the form of nitrogen, phosphates and potash than the light



THE RAID OF THE BEARS UPON THE BULLS.

fraction of the questions presented to the commission for consideration, the larger number being settled as between the complainant and the railroads through the intervention of that body without a formal hearing.

It is in their capacity as arbitrators that the commission are perhaps more useful than in any other. Hundreds of complaints are made embodying grievances, frequently real, but more often fancied, which are either withdrawn by the complainant or settled by the railroads, as the correspondence conducted by the commissions discovers the true state of the case. It is to the credit of the commission, as well as illustrative of the fairness of both railway officials and shippers, that so large a proportion of the claims made are settled without resort to a formal trial. If nothing else was accomplished this service would alone justify the existence of the Interstate Commerce Commission.

The impartiality of the board is universally recognized even by the most radical opponents of the law, the antagonism being against the law rather than against its administrators. If this characteristic and

They seek the horizon with sorrowing eyes and see their prospects "as through a glass darkly."

The Abner L. Backus & Sons Company of Toledo are magnanimous enough to illustrate their own discomfiture this month. "We have some bear friends," they write, "and therefore concluded that they would know better how to appear in the hour of their triumph, should we display such a scene, though we have little sympathy with them."

The bears sprang up from somewhere and the bulls turned tail and were somewhat precipitate in their retreat. A few of their number, as is the usual case, were left stranded on the field of their erstwhile victory. One unfortunate, as shown in the illustration, is very liable to leave a long line behind and unsettled. Bears profess a liking for the rear view of a bull, especially if said bull possesses a long line whereby the bear may hang; and who can blame him?

The total capacity of the system of grain elevators at Duluth and West Superior is 27,375,000 bushels. This includes flouring mill elevators having a capacity of 1,425,000 bushels.

weight wheat. These reserve materials are more abundant in the heavy seeds by nearly 30 per cent., and are supplied to the young plants as just so much more reserve food, before the young plants are compelled to work for themselves, which accounts for the fact that the heavy weight seeds produce more vigorous plants than the light weight seeds. Independent of all this the additional fertilizer material in the heavy weight wheat is worth about 4 cents per bushel.

It may be hard for those who cannot produce wheat or silver at the prices which yield a fair profit to the bonanza farmers and the owners of rich mines to be told that they must operate at a loss or work on different lines. But they have to do it all the same, and there is little hope for a radical improvement in either till the dropping out of the poorer paying areas permits the production to be reduced enough to lessen the offerings in proportion to the demand. Large quantities of 35-cent wheat thrown on the market must have a depressing effect on the general average of profits in wheat farming.—*Chicago Tribune*.

WILL FARM BY LEGISLATION.

Edward Peterson of Fort Dodge, Iowa, applied by letter to Secretary Morton of the Department of Agriculture for the position of Chief Russian Thistle Exterminator for the state of Iowa. Morton has replied in a sarcastic letter in which he says: "The Hansbrough Bill will probably be amended to provide an appropriation for the destruction of the cockle burr, foxtail grass and rattlesnakes which secrete themselves in all kinds of grass. The government will probably, in its munificent and tender care of its children, also distribute in original packages antidote for snake bites to farmers; also a permit to each farmer to draw directly upon the public treasury for each day's work in the extermination of weeds upon his or any other farm. Possibly, however, before the bill is rounded off in its perfection, it will provide a patent method of plowing with preambles, planting with resolutions and gathering and garnering by legislative enactment all crops known to the farmers of the United States. The tillage of land by legislation is only a matter of time."

OBJECT OF THE WICHITA MEETING; ELEVATORS WANTED.

A Wichita grain buyer, who was recently questioned regarding the object of the meeting of Kansas grain dealers in that city April 17, said: "The object is to establish closer business relations between the wheat and corn fields of the golden belt and their nearest ports and to increase the facilities for supplying the southern states with our products direct instead of forcing them to go to St. Louis and Chicago for corn, wheat, oats and packing house products."

"Those who are in the grain business well understand that with large storage elevators at Wichita it would concentrate grain at this point in such quantities that it would command much better rates than usually prevail, and it is a well-known fact that for the past five years wheat bought here before the first of January has brought a premium over St. Louis or Chicago market (less freight) of from three to five cents after the first of the year, and that this advance is caused by the southern mills coming into this country for their supplies after using up their home-grown wheat. This fact of itself should induce capital to invest in elevators, as the advance is enough to pay a handsome yearly profit. If our southern friends can be brought to see this matter in the right light, they will take an interest in establishing elevators and doing anything else that will give them a good business and a profitable investment."

"My observation is that the commercial business of the southern states is done by wide-awake, shrewd men, who need only to have their attention called to this matter to take a hold in earnest. In all the efforts put forth by our people to secure elevators, Chicago or St. Louis people have been solicited to assist us, but they realize that it would only divert grain from their market, and will not assist us, but rather do all in their power to prevent us from doing anything to injure their trade, and that fact should be impressed upon the people of New Orleans, Mobile and Galveston. It is only made possible for any of our grain to go to the eastern markets by the cut rates made to syndicate shippers and the extortionate high rates made to the South. I predict good results from the convention. If I read the signs of the times right the people are getting tired of being forced to travel up-hill twice the distance that we have on an easy down-hill slope to reach tidewater."

"There was an incident occurred here a few years ago that illustrates this point in a very forcible manner. A miller came up here from Wilmington, N. C., to buy 400 carloads of white corn for milling purposes. Our white corn suited him all right, but when he came to make arrangements for shipping the corn, he at once discovered that we did not have facilities for storing and grading."

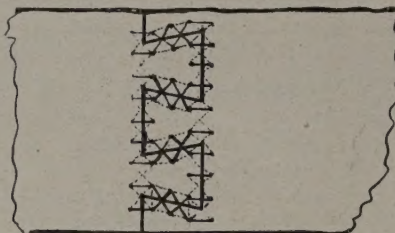
"This miller bought a few cars of corn and found that he could get corn from here three cents a bushel cheaper than from St. Louis, but the process of gathering it up with our facilities disgusted him, and he went to St. Louis, and from there to Chicago, where he bought his corn, shipped it by water to New York,

and there sacked it and shipped it to Wilmington, one cent a bushel cheaper than he could get it from St. Louis."

"I have no doubt that some of this very corn bought in Chicago came from Kansas. I know that if we had had a large elevator here at that time and 400 cars of white corn in store, it could have been sold to this Wilmington miller at a good profit. If we intend to do business we must take care of the trade that has for years been knocking at our gates. We have forced the grain trade away from here by utterly refusing to take care of it. Thus not only to our loss, but of the farmers as well. It is not good business sense to neglect to do what is profitable to do."

A MORTISED BELT JOINT.

The accompanying cut shows a new mortised belt joint for heavy leather belts. As will be seen, the



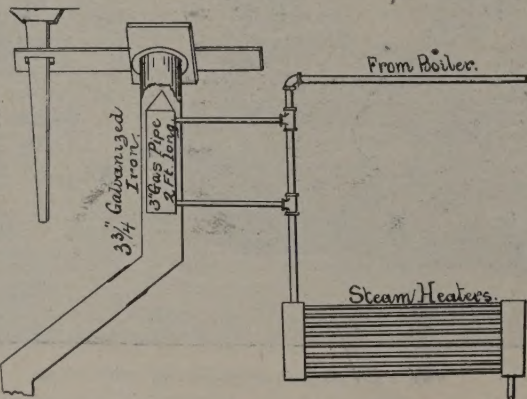
A MORTISED BELT JOINT.

lacing serves to keep the dovetails from slipping apart sideways. The lace should be small and the holes must be made close together. This joint will be found to be of adequate strength for an 18-inch belt.

A GRAIN HEATER.

A few years ago grain men found it to their advantage to put in heaters for drying their corn. By so doing they were able to reduce the percentage of moisture in the grain and bring it up to contract grade. In reducing the moisture the weight is reduced at the same time, but the loss in this direction is generally more than made up by the increased value of the grain.

To those elevator men having a steam plant, who do not find it convenient to go to the expense of a



A GRAIN HEATER.

wheat heater, the accompanying drawing is submitted. It will be found to answer all the requirements of small elevators, and it can be constructed and put up at small cost.

The elevator man himself ought to be able to make this appliance. Take a 3-inch gas pipe two feet long, plug up the ends securely and connect with it two small pipes, one at the top and the other at the bottom, they being connected with the main steam from the boilers. The spout should be of galvanized iron 3 1/4 inches in diameter, large enough to contain the 3-inch gas pipe, and allow a space of 1/8 of an inch all around for the grain to pass through.

The weevil scare at Chicago is said to be an explanation of the premium on wheat in the Duluth market over that at Chicago. It was reported at Duluth that of the 25,000,000 bushels of wheat in Chicago a very considerable portion had been seriously damaged, and that it was this report which caused the split in prices on the Chicago and Duluth Boards.

AN ACCEPTABLE BILL OF LADING.

The failure of the recent attempt of the Trunk Line carriers to enforce the use of the non-negotiable uniform bill of lading has led to the adoption of a form by the Chicago & Grand Trunk Railway which is about what shippers have been working for years to secure.

The bill is brief and to the point. At the top is the clause "Any overcharge occurring on this Bill of Lading will be promptly adjusted." This sentence is enclosed by a rule and an index or hand points to the statement showing the desire of the compiler to indulge in irony.

The only conditions attached to the bill are as follows:

This Bill of Lading to be presented by consignee without alteration or erasure. If the property is not removed by the consignee within twenty-four (24) hours after reaching destination, it will be retained in car or otherwise stored at owner's risk, subject to charge for use of such car or other storage; same, together with transportation charges, shall be a lien on the property.

Chicago, Ill., 189..

Received from.....

in apparent good order (or as noted), the property described below (contents and value of packages unknown), marked and consigned as per margin, and subject to carriers' liability under the common law in force in the various States, Territories, Provinces or foreign countries through which the goods may pass.

Marks, Consignee, Etc.

ARTICLES.

WEIGHT
Subject to Correction.

The right to charge storage or demurrage after 24 hours is maintained, and the announcement is made that storage will be charged if the goods are not removed within that time after their arrival at destination. The Grand Trunk objects to having its cars delayed at shipments' destination and proposes to charge consignee if car is not unloaded within 24 hours. However no limit is placed upon the time carrier may take to deliver goods at destination. The freight may be delayed at point of shipment or in transit for 24 hours, days, weeks or months, yet the shipper has no recourse. The carrier does not even promise to deliver goods at destination within "a reasonable time."

No attempt is made in this bill of lading to escape any of the common law liabilities, and in this respect it is the most sensible form ever drafted. The courts have repeatedly decided that a carrier cannot escape these liabilities even though it does succeed in forcing a shipper to accept a bill of lading releasing it of these liabilities.

The clause at the head of the column intended for the weight of the freight would be acceptable in bills of lading for grain if the carrier would make the correction on its own covered scales. This same exception as to the weight is placed in all bills of lading. The carrier might as well tell every grain shipper when receipting for his grain that he cannot be trusted to weigh his own grain, he is not honest and is not believed by the receiving agent, so the statement regarding the weight will be made subject to correction by the terminal elevator man, who can dock receipts as much as he desires to allow for future shrinkage.

The Grand Trunk has ever been the champion of an equitable bill of lading and has made acceptable changes before. This latest change is a long step forward and the company deserves to be commended and favored for its fairness.

Doubtless other carriers would grant the same bill of lading if shippers would make a combined and persistent demand for it. They will surely never grant it unasked, as the Grand Trunk has done.

An amendment has been made to the bill introduced in Congress for an appropriation for the extermination of the Russian thistle, which provides that the Secretary of Agriculture is to apportion \$1,000,000 among the several states infected with the thistle, to be used under direction of the governor of each state. This amendment evades the point that the general government has no authority to exercise police powers in the states or make forcible entry upon property infected.

THE BOARD OF TRADE TOWER.

For over eleven years the sun, when it could penetrate the heavy mists which often hang above the city of Chicago, has smiled a morning greeting to the heavy ship and ponderous tower that ornamented the Board of Trade building. The sun is about to make a new acquaintance. The ship no longer turns its prow to the morning breeze and the tower is rapidly disappearing. The fierce elements above and the storms which often took place within gradually caused a weakness in the structure which threatened to cause its destruction and to produce a corner on the Board more disastrous than any in its history.

On account of the unsafe condition of the tower the board of directors gave orders for its demolition. A new and smaller one will be built in its place. It is estimated that the new tower will cost between \$20,000 and \$25,000. It will be rebuilt to less than one-half its former height, commencing from the second story below the clock as the building stood and rising thence to a height of 110 feet. It will have a pyramidal top similar to the tops of the smaller towers which adorned the edifice, so there will be due harmony of the architectural features. A marked characteristic of the new tower is its simplicity. While it may lack the massive dignity of its predecessor it will be a thing of beauty and an ornament to the building. The "long" tower will soon have given up the ghost, and a "short" one will stand in its place.

OHIO HAY DEALERS MEET AND ORGANIZE.

Pursuant to a call of the extensive shippers of hay in Delaware county, hay dealers of Central Ohio, met at the Hotel Donavin, Delaware, Ohio, March 27, '94, at 1:30 p. m. The object of the meeting was:

To form an acquaintance and promote harmony and good will among the hay dealers of the counties of Morrow, Union, Madison, Franklin, Marion, Logan, Champaign and Clark.

That the farmers' interests might be more thoroughly protected and that their hay might be placed on the market to the best possible advantage, for the following reasons:

To see that the exorbitant rate charged by the railroad companies are properly kept down. Examples:—The heavy advance made the 1st of December, and by concentrated action on the part of the hay men, put back to the old rate.

To do away with the class of men in the country who are indiscriminately running over the country buying hay of the farmers and not paying for it, this not having been the case to any great extent in Delaware county, but in other counties has been practiced, and a great many failures, thereby causing large losses to be thrown upon the farming interests in many instances where they have lost the entire crop.

To try to raise the standard and place the business in the hands of responsible, respectable men, in order that it may be done in a straightforward, honest, honorable and legitimate way.

To formulate plans by which this can be handled direct, thereby saving heavy commissions and excessive charges at the various distributing points at the other end of the line, which comes off of the raw material at this end.

Provide ways and means to handle all classes of hay—there being raised this season a very large amount of low grades of hay that will have to be carried over, on account of not having proper facilities for distributing the same.

A very large number, in proportion to the invitations issued, responded promptly to the call, and an association was formed to be known as "The Central Ohio Hay Association."

Mr. J. T. Halliday of Gallipolis, Ohio, was elected president. A committee consisting of Messrs. George

Warren, Richwood, Ohio, W. M. Fullington, Marysville, Ohio, and F. J. Halliday, Delaware, Ohio, were appointed to take charge of the business of this association, in the interests at issue that they have before them.

"Any regular hay dealer desiring to become a member of this association," writes Frank Halliday in the *Delaware Daily Herald*, "located within the above territory, by application showing himself to be a fit person to become a member of the same, will be cheerfully welcomed."

"In order that the farmers may not form a wrong impression, will say that this is not a 'trust,' that it is not a 'pool,' that it is not an association to conflict with their interests and cheapen their products, but that they may be properly protected, that fair prices may be maintained in the East and South for products shipped, thereby bringing proper returns for their productions at this end of the line, I will further state that this association will be pleased at any time to meet any of the farmers, listen to any suggestions they have to make, act upon anything



THE BOARD OF TRADE TOWER.

that is to the material benefit of all concerned, and to promote each and every interest pertaining unto the hay raised in this section of the country, for we fully realize that what is a benefit to one, properly managed, must be a benefit to all. We would be pleased at any time to have a committee of farmers meet with the committee, investigate the various prices obtained for goods in various markets, and the proper prices fixed for loose and baled hay in this section of the country, as, having dealt very largely with the farmers here, and shipping many hundreds of tons in this section of the country as farmers, we have the greatest respect and confidence in their business ability, their integrity and their fair dealing."

Frank Jackson of St. Louis, Mo., was arrested March 21 while stealing grain from the cars on the Louisville & Nashville Railroad. Shortages are not all due to carelessness of shipper.

Broom corn valued at \$9,546 was exported during February, against an amount valued at \$7,753 exported during February, 1893; and during the eight months ending with February broom corn valued at \$159,784 was exported, against an amount valued at \$98,629 exported during the corresponding months ending with February, 1893.

THE SYSTEM OF GRAIN INSPECTION; ITS ESTABLISHMENT AND GROWTH.

NO. IV.

During the year 1865 the only change of importance made in the system of grain inspection was the employment by the board of inspectors inside the warehouses, whose duty it was to see that all grain was stored and delivered as inspected without any adulteration or mixture of grades. The men employed for this office were well qualified to fill the position, and when the grain came to be delivered the knowledge that it had been carefully examined by the inspectors went far in satisfying all interested parties that full justice had been done. In order to meet the expense of the additional inspectors the board voted to increase the rate for inspecting 25 per cent. This system of warehouse inspection was adopted in December, 1865, and met with general and deserved approval.

The year 1866 led the way for a still more exact classification of the different grades of grain. Prior to the year 1867 the terms "Extra White," "Extra Red," "Extra Spring" were used to denote certain grades of grain in addition to Nos. 1 and 2. These names did not appear in the rules adopted by the board to take effect on the first day of August, 1867, but the grades appeared as "No. 1," "No. 2," "No. 3" and "Rejected." This was much simpler in form, and the adoption of the new classification made it still less liable that errors should creep into the inspection. These rules of 1867 were faithfully carried out by the chief grain inspector and gave general satisfaction.

Very few complaints were made in regard to the new inspection, the most serious coming from shippers to New York, and no claims were made except from parties after the property had reached its destination. The directors carefully investigated such claims and almost unanimously decided against them. In order to guard against such cases thereafter, the chief inspector was ordered to have the following clause printed in the certificate of inspection: "No claims for damage arising from wrong inspection of grain will be entertained by the Board of Trade unless made before the vessel or car on which it is loaded leaves this port, and the matter is fully investigated by the chief inspector or by the grain inspection committee."

No material changes were made in the rules of inspection during the year 1868. During the first five months of the year the receipts from the grain inspection

largely exceeded the expense of the same. The directors, believing the fees for inspection should be such that would make the inspection department simply self-sustaining, reduced the fees. The result of the reduction was a loss to the board, but the rates were not changed during the season.

Fewer changes were made in the rules of inspection from the years 1868 to 1870 than had taken place during the years previous. It was earnestly recommended by the directors in 1868 that no farther alterations should be made in the rules of inspection of wheat. They believed that the grades should be permanent and that the crops should come up to the requirements rather than reduce the inspection to meet a bad crop. The grades consequently became more permanent and foreign wheat buyers were no longer led astray in purchasing by grade, which had formerly often been the case.

In the 1869 a new grade, "Amber Winter" Nos. 1 and 2, appeared in the classification of winter wheat. It included the lighter colored varieties of Red wheat, quality and condition to be equal to the existing standard of Nos. 1 and 2 winter.

[TO BE CONTINUED.]

There are eighty elevators in Chicago. Twenty-seven of them are licensed or public warehouses.

THE MONTREAL WAREHOUSE.

The terminal facilities of Montreal, Quebec, are extensive and well arranged. Her docks, canal basins, elevators and warehouses are of a capacity and character which render that port a desirable one for the domestic and export trade. Its export grain trade is growing rapidly and the prospects for a continued growth are bright.

One of the principal business houses at this point is the Montreal Warehouse Company, which has large warehouses for the storage of grain and flour, whether for local consumption or for export. The company was organized and incorporated in 1865, with a capital of \$600,000. The premises are located at 234 Wellington street and 122 Mill street. Warehouse "A," on Wellington street, is 500x150 feet in dimension, seven stories in height at the west end and five stories at the east end, and has a storage capacity of 400,000 bushels. The flour storage warehouse adjoining is a solid stone structure five stories in height, with a storage capacity of 80,000 barrels of flour. Their Mill street elevator has a capacity of 600,000 bushels of grain, and is provided with nine elevator legs, which are operated by a 150-horse power engine.

The warehouses have direct railroad connection via the Grand Trunk Railroad, the cars running directly into the elevators. The buildings are all fireproof, with doors and shutters of iron, thus insuring security and the lowest rates of insurance. The company's premises are among the most desirable in Montreal for grain and flour storage, and have the patronage of the leading millers, shippers and exporters.

The executive officers are: President, L. J. Seargeant; vice-president, W. M. Ramsay; manager and secretary, George H. Hanna.

The company did a large business last year, and the prospects for a larger business this year are excellent. The service of the St. Lawrence route to the seaboard—which is gradually growing better—and the low rates are attracting much export grain that way. If the Canadian Government will continue to improve the St. Lawrence route and make the canals free, the shipments of grain down the St. Lawrence will exceed those sent via the Hudson River.

DETROIT AS A PRIMARY WHEAT MARKET.

A somewhat surprising record has been made by Detroit during 1893 as a primary wheat market in that it reports receiving 8,810,000 bushels of wheat during that period, or nine-tenths of 1 per cent. increase over the like receipts in the preceding year. The striking feature of this exhibit, small as the increase is, will be found in comparing Detroit's record in this respect with those of Toledo, Chicago, St. Louis, Milwaukee, Duluth and Minneapolis, as given in this report.

From the record it appears that the great primary wheat market of Minneapolis received only 57,890,000 bushels, about one-fifth less than in the preceding year, while Chicago, next in rank, received only 35,355,000 bushels, a decrease within one year of 30 per cent. Next in order is Duluth, with receipts of wheat in 1893 amounting to 32,910,000 bushels, a falling off proportionately almost as large as that at Chicago. St. Louis appears to have received 14,642,000 bushels of wheat last year, fully 46 per cent. less than in the year before, Toledo 13,810,000 bushels, or more than 40 per cent. than in the year before, and Milwaukee 12,806,000 bushels, nearly 16 per cent. less than in the year before. The contrast, therefore, is between Detroit on the one hand, with an increase of almost 1 per cent. in receipts of wheat in 1893 compared with 1892, and the six larger primary wheat centers, with decreases in receipts ranging from 15.8 per cent. at Milwaukee to 46 per cent. at St. Louis.

The Detroit Board of Trade's annual report states that "considering the great financial depression which has been so fatal throughout the country and in our own state and city, such a showing is remarkable." The report goes on to explain Detroit's gain, in the face of the loss in receipts of wheat at six other important primary wheat centers, as due to "the established credit of the grain trade at Detroit," to the

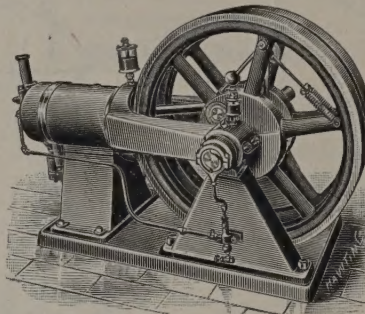
larger territory made tributary to Detroit as compared with preceding years, and to the fact that Detroit banks have been more liberal in the matter of extending accommodations to the grain trade than in preceding years. It is explained further that wheat buyers in Indiana, as well as Michigan, "could obtain currency" at Detroit "when they could in no other market." Certain it is that the Detroit grain trade ought to be congratulated on the exhibit made, and the members of the Detroit Board of Trade upon the meaning of the exhibit to them.

The increase of Detroit's milling capacity and an increase in the output of its mills was also instrumental in increasing the demand for wheat in that market.

THE WEEKS GAS ENGINE.

It is claimed by some engineers and by many manufacturers that the gas engine is fast becoming popular as a motive power for all purposes. It is undeniable that the gas and gasoline engine has forced itself into quite general use. The different makes are multiplying until now, when one has to decide what kind of power to use, whether steam, animal, gas or gasoline, the question of selection becomes somewhat difficult.

To those who are investigating this question of power the Weeks Gas Engine Company of Lake Geneva, Wis., present claims for their latest product, the Weeks Gas and Gasoline Engine, an illustration of which is here presented. This engine is the result of several years' experience with other manufacturers of engines, and a careful study of the faults and de-



THE WEEKS GAS ENGINE.

fects liable to be present in a gas or gasoline engine. By carefully noting the parts most liable to break, and those which are subject to the greatest wear and strain, its manufacturers claim to be able to put out an improved and perfect engine.

The Weeks Gas Engine is built of the best material obtainable, and it is of first-class workmanship throughout. The manufacturers have adopted for this engine the American system of interchangeability of parts, all these parts being finished in the best known manner and always kept in stock for the convenience of customers.

With the Weeks Engine no intermediate gas-making machine is employed, the gasoline being taken direct from the tank by means of a small but positive force pump, which discharges only as much as is needed to pull the load on the engine, returning what remains to the tank. The cylinder is not cast in one piece with the pillow blocks or crank bearings, but is so constructed that it may be taken out and rebored whenever required, thus practically making the engine as good as new.

Some of the qualities which are claimed make this engine a valuable adjunct to elevators, mills, factories, etc., are its simplicity and reliability. It has few parts and no gears or chains and no cams or other bell cranks and levers. It runs noiselessly and has the closest regulation, the governor being the same used on modern automatic cut-off engines. The flywheels are centrally located to receive the impulse in a direct line. The best system of lubrication is claimed, and as there are so very few parts it runs steady, is easily kept cleaned, and there is very slight risk of its getting out of order. It will remain correctly timed even if it runs until every part is worn out.

The manufacturers are ready to substantiate their claims for this engine, which they say is beyond criticism, and offer to remove it at their own expense if their representations are untrue. They invite visitors

to their works at Lake Geneva, Wis., and those who may wish further information can get it by addressing them at that place.

SCREENINGS.

The earliest record of wheat sown in Wisconsin was on March 13 this spring.

V. E. Chamberlin, Powell, Neb.: "Inclosed find check for the AMERICAN ELEVATOR AND GRAIN TRADE for one year. Need it in my business."

Baldy Wheatpit had a seat in the front row; he had been out *entirely* acts, and when the ballet girl came on he grew excited. "Hey!" BALLET GIRL (blushing)—"No, sir, bran."

The railroad and warehouse commissioners of Minnesota held a conference recently with representatives of several railroads at St. Paul to discuss means of preventing the stealing of wheat from cars.

Massachusetts has an insect pest, for which Congress is asked to appropriate \$100,000 to enable the Department of Agriculture to exterminate it. The pest is known as the *acneria despar*, or gypsy moth.

Pending the settlement of the McGlauffin difficulty San Francisco brokers are said to be trying for a corner on December barley. It is whispered that L. W. McGlauffin & Co. are engineering the barley deal.

A crop bureau supported by Chicago Board of Trade people has issued a report claiming that the winter wheat is seriously damaged. The bureau claims that it has the essence of the government report ten days in advance.

The Minnesota Elevator Company of Minneapolis, Minn., together with others, have at Governor Nelson's request distributed seed grain at points in Grant County, Minnesota. Some of the grain is sold on seed grain note for 65 cents per bushel.

In a recent examination of a sample of clover seed from Victor N. Y., by the *Country Gentleman*, there was found to be 24 seeds of "lady's thumb," ten of "green foxtail grass," two of "smooth sorrel," and a half dozen or so of some grass not recognized. Seed dealers must be very careless to get stocks mixed so badly.

A sharp scrimmage occurred between union and non-union grain shovelers at Buffalo, N. Y., recently. The grain shovelers refused to accept a reduction in wages and also refused to permit Poles and Italians to be hired in their place. The Vessel Owners' Association are making an attempt to force the scoopers' union to terms.

Farmers who sell grain on the Bradley, S. D., market are reported to be carrying some large loads. A. C. Bunistad took in one load of 127 bushels, and Putnam Bros. had one of 123 bushels, these loads being hauled a distance of 20 miles or more. Other large loads overtopping the hundred-bushel mark are being taken to that market.

The people of Kansas propose a scheme for reducing the production of wheat. As might be expected it is utopian and impracticable. It is an invitation to each winter wheat farmer in this country to plow up and plant to corn, or sow to oats, 25 per cent. of his growing wheat area. Further comment is unnecessary.—*Toledo Market Report*.

Commissioner of Labor, James F. Todd, has finished his investigation relative to the farming industry of Kansas, and the conclusion is that farming is unprofitable. The department sent 1,918 letters to farmers asking: "Does farming pay?" To this query answers came from 1,292 of the 1,523 townships in the state. Of that number 1,251 answered emphatically No, while the 41 answered Yes.

Corn coming "river billed" over the Illinois Central Railroad from Iowa has sold during the past two months at from $\frac{1}{2}$ cent to 1 cent discount under Northwestern, Rock Island, Chicago, Burlington & Quincy and the pro-rating roads at Chicago. The reason is that the Illinois Central does not pro-rate from the river to short haul points, neither does the Illinois Central pro-rate with Eastern roads on the late cut in freights, and this explains why "river billed" Illinois Central corn does not mean "river billed" in the same sense as on the other roads.

THE CROAKER'S ADVICE.

Goin' to build an elevator, I hear the folks say,
I warn you now, stranger, 'twon't never pay,
And if you try it on I'll bet my skin
You'll sink every dollar that you put in.
Billyville's superior, accordin' to my tell,
And Waycross town will beat it all to—well,
'Thout any talkin', you can chalk it down.
An elevator'll never pay in this here town.

There's people livin' about here who really say
A north and south railroad's comin' this way,
And boast about the size the town's goin' to git,
Some even claim 'twill make a city yit.
City nothin'! I'll jest bet a speckled cow
'Twon't be this big twenty years from now.
Talk that to them, and they look mad and frown,
But there'll be no railroad in this here town.

They say that factories are comin' 'thout fail;
Darned sight better build a good jail,
A poorhouse, reform school and penitentiary,
And let our thievin' merchants go in free.
So, stranger, you had better take my advice—
I give it to you 'thout money or 'thout price—
If you want to get done and get done brown,
Just invest your money in this here town.

Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

No. 20. Exports of Corn and Oats.—Will you kindly advise me of the number of thousand carloads of corn and oats that were exported in 1893?—E. F. SMITH, Wellman, Ind. [The number of bushels of corn exported in 1893 was 53,825,878, against 76,641,725 in 1892. In 1893 there were exported 7,052,715 bushels of oats, against 5,123,710 bushels in 1892.—Ed.]

No. 21. Proper Time to Sow.—Can any of the readers of the AMERICAN ELEVATOR AND GRAIN TRADE furnish me with information in regard to the issue of a pamphlet or seed catalogue which would give the time of year to sow various seeds (such as wheat, rye, clover, timothy, Hungarian, millet, redtop, blue grass, orchard grass, lawn grass, etc.) throughout the United States?—GRAIN.

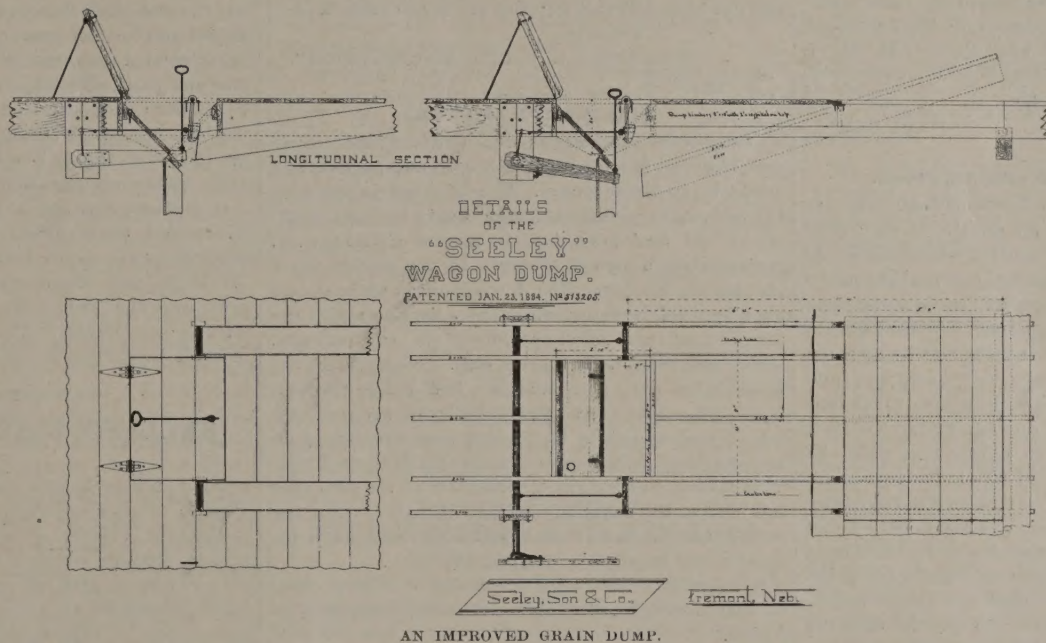
No. 22. Transfer Rates; Rent of Elevator.—In reply to Query No. 19 in the March number, we would say that grain transfer rates at one Chicago transfer house which stands on railroad land are 80 cents per car when 300 cars or less are transferred in a week. If more than 300 and less than 400 cars are transferred the rate for all over 300 is 70 cents per car. If more than 400 cars are transferred the rate is 60 cents per car for all over 400 cars, and for all over 500 cars the rate is 50 cents per car. The railroad company furnishes the coal to run the house. The rental price of a transfer elevator would depend a great deal on location of the elevator, shipping, receiving and handling facilities, etc., but 1½ to 1¼ cents per bushel per annum would seem to be reasonable.—TRANSFER.

No. 23. Yield of Oats in Montana.—In the AMERICAN ELEVATOR AND GRAIN TRADE of March 15 appeared this item: "Three Montana farmers head the list of competitors for prizes offered by the originator of the 'Lincoln' oats for the largest yield from one bushel of seed of that grain. The product was respectively 174 bushels, 168 bushels and 123 bushels." Now do you for one moment believe the yarn that from one bushel of seed was obtained such products as stated? If there is any truth in the report I would like the names of one of the parties. I want to write them for some of the seed.—S. H. WEBSTER, East Saginaw, Mich. [While it is true that such large yields as claimed for the Lincoln oats are indeed rather improbable, it

must be remembered that Montana is an extra good oat state, and while *prima facie* the "yarn" may seem very improbable, it will doubtless pay our reader to investigate it. The facts, as we get them from the *Democrat* of Missoula, Mont., are these: Last year there was offered by the originator of the Lincoln oats seven cash premiums, amounting in all to \$700, to farmers all over the Northwest for the largest yield from one bushel of Lincoln seed. Mr. A. M. Hightower of Stevensville, Mont., took the first premium, producing (as he claimed) 174 bushels of oats. Mr. G. L. Gordon of Willow Creek, Mont., came second with 168 bushels, and Mr. J. F. Wood of Stevensville, came next with 123 bushels. This, of course, surpasses all previous records in the oat line. This variety is advertised to yield a crop of 817:21 bushels from seven bushels of seed, and there is no doubt of its being one of the most profitable varieties grown.—Ed.]

AN IMPROVED GRAIN DUMP.

A good, reliable dump for unloading grain from wagons has become an essential feature of every well-equipped elevator in the country, where grain is received by wagons. Many of them, however, are so poorly designed that the lock is liable to be thrown out when one of the horses steps onto the dump timber, and then the horses are dumped instead of the grain, often injuring them badly. Messrs. Seeley, Son & Co.,



elevator builders of Fremont, Neb., have recently been granted letters patent on a dump lock of their invention, a cut of which is given herewith. It is sure to lock every time, so obviates entirely the danger of injury to team or wagon.

The dump timbers are hung near the center by malleable iron castings bolted to the timbers and resting on cast iron bearings, fastened to the top of the joist. Back of each timber is an iron roller to ease the wheel while being lowered, and to these rollers are suspended the locks, which are disengaged by simply grasping the hand rod attached to the wooden lever below and extending up through the floor, and raising it a few inches.

When the wagon is driven off the dump the weight of the rear wheels comes on the forward end of the timbers, bringing them to a level with the floor, when the lock at once drops into position, holding them in place till the lever is raised again. A number of these dump locks have been put in use the last season and all are giving the best of satisfaction. For further information address Seeley, Son & Co., Fremont, Neb.

Pollock Bros., Manning, Iowa, write: "We to-day sold our business as a result of an advertisement inserted in the March number of the AMERICAN ELEVATOR AND GRAIN TRADE."

Mt. Pulaski Grain Company, Mt. Pulaski, Ill.: "Inclosed find \$1, for which send us the AMERICAN ELEVATOR AND GRAIN TRADE. We have previously taken it and thought at the first of the year that we could do without it, but find that we cannot."

WANT A SOUTHERN OUTLET.

A convention of commercial interests has been called to meet at Wichita, Kan., on April 17, to which representatives from the various Southern and Western trade centers have been invited. The official call for the congress explained the various objects which it was summoned to consider. The meeting is to be held under the auspices of the Wichita Board of Trade, and the main object sought is to elicit information which will lead to the discovery of the best outlet to tide water on the Gulf of Mexico for the great grain crops of Kansas and the neighboring Western States.

The state of Kansas alone produces as much as 75,000,000 bushels of wheat, and fully 275,000,000 bushels of corn. Of this vast amount of grain a fair proportion is available for export; but at the present time hardly more than 5 per cent. of this exportable surplus finds outlet to the Southwest, the great bulk being hauled thousands of miles across the country to the Eastern seaboard, although the Gulf ports, and particularly New Orleans, are very much nearer.

It is evident that the hauling of Western grain across the country to the Atlantic ports is not the natural and legitimate course the produce ought to take, but the efforts of the East and West railroad systems to secure freights have, for the present at least, diverted the traffic from its natural channels. How to correct this natural tendency of the trade and divert it southward is the object of the Wichita congress.

New Orleans, being the most powerful competitor of the Eastern ports in the grain exporting trade, should naturally take a deep interest in the work of this Kansas congress. When the Western grain interests are fully convinced that we have here all the shipping facilities needed, and that all that is wanted is a proper adjustment of south bound freights, they will probably bend all their energies to secure rates by rail that will enable the Southern ports, and particularly this city, to compete with the Atlantic ports on an equitable basis.—*New Orleans Picayune*.

THE ELEVATOR POOL.

The elevator "trust" at Buffalo controls 43 elevators, of which 10 are owned by railroads and 28 have railroad connections. Fourteen have long been maintained in absolute idleness, while their owners have continued to share in the profits of the combination. In spite of legal restrictions, their charges have continued to be exorbitant, through evasion of the extent of these restrictions, and the profits of elevating are still enormous. But the worst effect is to put a burden purposely upon traffic by way of the canal, in order to cripple its competition with railroads.—*New York Times*.

Flaxseed aggregating 1,798 bushels, valued at \$2,511, was imported during February, against 14,086 bushels, valued at \$19,155, imported during February, 1893; and during the eight months ending with February 123,216 bushels, valued at \$132,195, was imported, against 41,944 bushels, valued at \$58,303, imported during the eight months ending with February, 1893. All other seeds imported during February were valued at \$29,173, against an amount valued at \$52,175 imported in February, 1893; and during the eight months ending with February an amount valued at \$305,615 was imported, against an amount valued at \$395,094 imported during the corresponding months ending with February, 1893.



[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

HANDLED CONSIDERABLE BARLEY AND SEEDS.

Editor American Elevator and Grain Trade:—Owing to the premium on track wheat in Minneapolis over the Chicago market, freight considered, our business has been rather light this year. We have handled considerable barley and seeds. Inclosed please find \$1 for the AMERICAN ELEVATOR AND GRAIN TRADE for one year.

Yours respectfully, W. B. CLISBY,
Supt. W. W. Cargill & Co.

La Crosse, Wis.

NEW ELEVATOR.

Editor American Elevator and Grain Trade:—I was awarded the contract to furnish all machinery, supplies, etc., for a first-class grain elevator for Mrs. M. E. Culver of LaFayette, Ind. It is to be built at Culver, Ind. The elevator at Ramsey, Ind., owned and operated by Dr. Simerson, burned to the ground on the evening of March 27. It was valued at \$8,000; insurance on building and contents \$7,500. About 4,000 bushels of grain was consumed.

Respectfully, A. H. RICHNER.
Crawfordsville, Ind.

OPPOSED TO WIND SPECULATION.

Editor American Elevator and Grain Trade:—We are sorry you do not think as we do relative to the "wind speculation" in wheat. By wind speculation we do not mean any legitimate trading, and nothing in the Hatch Bill in any way prevents precisely the same state of affairs as exists, at present, save that should anyone desire to sell grain he must first become the owner either of the actual grain or of a contract from someone who is. Surely it is no hardship to anyone having the true interests of our agricultural welfare at heart to be restrained from selling that which he has not and never has produced save in his own mind; and as your interests are so closely allied to the actual agricultural interests of the country and so little allied to the short selling element, and derive so little from short sellers, we are surprised, and cannot but think that you do not fully understand the matter as you should. Therefore, the sooner you get in with the great majority the better for your interests.

We are large grain and seed merchants doing an immense business. We have been in the business since 1864 and certainly think we are fully competent to judge of the wants of the trade. We are ourselves immense short sellers and legitimately so, as for every bushel we sell short we have first purchased from someone who owns the same, and we are thus fulfilling our mission as an integral part of the great commercial portion of our agricultural business. To do this we have a large capital invested in our grain business. We have no fears but that if buyers for 72,000,000 bushels of actual grain and about 400,000,000 bushels of wind grain can be found now, we will have no trouble in getting buyers, and good active buyers, for all the actual grain this country can produce. Our farmers, millers and grain dealers will thrive thereby, whereas now we consider the present prices mean ruin for our grain farmers; and ruin to them means ruin through every commercial avenue.

It seems as though the bill would pass without any assistance, but we repeat that those among your readers, and especially those who can see far enough into the future to see this, are the ones who will be benefited thereby.

We have been pleased with your articles relative to prices; but, as is usually the case when prices are low, it is only too easy to give reasons for it. As for us, we look for a marked change in the situation during the next two months, when the present croakers on low prices will be "kicking themselves" that they did not buy.

We are not believers in the Hatch Bill as the

panacea for the low prices, but we do believe that if the bill is passed the great laws of supply and demand will then govern the prices of grain as effectually as they now govern the prices of hay, potatoes, eggs, butter, etc. Then, if the prices are abnormally low, the matter will right itself among the actual producing class. But in the meantime the wind speculators will have to work the policy shops, pool rooms, cards, slot machines, bangtailed horses and lotteries; but, poor people! all these commercial pursuits are rapidly coming under the ban of what is called "class legislation." But we think the government can survive without any of them, even if wind speculation is added. The others have more claims for sympathy, for they simply injure themselves and families, while the effects of the wind speculators' operations are felt in the poorest hamlet of our land.

There is one argument that can be used: For every seller you must have a buyer; but from the very nature of the trade you must provide about five times more original buyers than the crop needs. It is a rather sorry comment upon the intelligence of the members of the Boards of Trade when in their late meeting they made no arguments against the bill save "class legislation," and the affirmation of what was agreed to do two years ago, namely, fight the operation of the law. You know the couplet—

"None ever felt the halter draw
With good opinion of the law,"

and our bangtails and lotteries are in the same boat.

Yours truly,

THE ABNER L. BACKUS & SONS COMPANY.
Toledo, Ohio.

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—Business has been fair for the last month and particularly good for the last few days. The advance in the market has set the country buying. Grain has been working up and feed down, just the reverse of last month. It needs but a sign of strength in the market to set the people buying. The few advances we have had have been followed invariably by a decline which has discouraged those who have bought in any quantity.

The spot market has been dull. We have not the market for spot stuff that we had before the New York, New Haven & Hartford Railroad secured control of the Old Colony Railroad system and opened up that territory as Boston rate points via Harlem River. This market has bought considerable of the corn that has been in the boats at Chicago all winter upon the strength of the report that the same has been re-inspected and found to be in good condition.

Receipts and exports for the month of March, 1894, compared with those of March of the preceding year follow:

RECEIPTS FOR MARCH.

Articles.	1894.	1893.
Cotton Seed Meal, tons.....	1,546	164
Corn, bushels.....	818,890	776,527
Wheat, bushels.....	8,055	83,118
Oats, bushels.....	624,334	784,131
Rye, bushels.....	.....	1,628
Mill Feed, tons.....	1,487	1,867
Oatmeal, sacks.....	460	7,490
Oatmeal, barrels.....	6,248	4,043
Cornmeal, barrels.....	7,660	17,371
Barley, bushels.....	24,396	37,530
Malt, bushels.....	100,610	102,935
Hops, bales.....	490	533
Peas, bushels.....	3,237	9,750
Buckwheat, bushels.....	.....	.....
Flour, barrels.....	115,482	143,097
Flour, sacks.....	126,157	243,787
Hay, cars.....	2,343	1,837
Straw, cars.....	109	78

EXPORTS FOR MARCH

Articles.	1894.	1893.
Wheat, bushels.....	536,173	138,387
Corn, bushels.....	582,874	281,114
Oats, bushels.....	1,080	101,910
Peas, bushels.....	5,584	9,593
Barley, bushels.....	.....	17,251
Cornmeal, barrels.....	4,450	2,375
Oatmeal, barrels.....	666	202
Oatmeal, sacks.....	2,710	6,925
Flour, sacks.....	153,429	156,778
Flour, barrels.....	16,828	12,581
Mill Feed, sacks.....	4,625	1,627
Hay, bales.....	132,834	23,960
Straw, bales.....	2,710	.....

W. B. Beals has sold out his grain business at Turner, Maine, to F. S. French.

The members of the room committee are right after the frisky members who amuse themselves by throw-

ing samples at each other. Eight were fined \$1 each recently.

BUNKER HILL.

EXTERMINATED WEEVIL IN TEXAS CORN.

Editor American Elevator and Grain Trade:—The Texas Agricultural Experiment Station has issued a report for February, 1894, which contains, among other interesting matter for grain men, the results of experiments in exterminating weevils from corn. Applications of carbon bisulphide were made to corn in shuck and also to corn with shuck taken off for the purpose of killing off the large number of weevils that were in the corn at the time. Carbon bisulphide is a highly inflammable and explosive liquid which evaporates at ordinary temperatures. The report says:

"We placed a pint of this liquid every three feet in the several bins of corn on November 11 late in the evening to reduce the danger from fire. On December 10 we opened the corn and found all the weevils dead that were in the shucked corn and all the liquid evaporated from the cans. The corn in the shuck still had a few living weevils in it, but by far the greater part were then dead. On February 10 following we again inspected the corn and found all the weevils dead in both kinds of corn. No fresh weevils had entered and thousands of dead ones testified to the efficient method of treatment."

It is said that the injury done to stored grain by weevils and other insects is very great in the Southern states, and for this reason extensive experiments are being carried on to test the efficacy of different remedies and their effects upon the germination of seeds. It has been demonstrated that carbon bisulphide is the best thing with which to kill insects, but it has not proved so effective in keeping insects out of stored grain unless it is applied very frequently.

In McLennan county there were eight varieties of wheat seed tested, and the following varieties were reported as giving the best results: Fultz, Red May, De Riete and Mediterranean. The other varieties sown were the Fulcaster, Pan Handle, Zimmerman, Richelle de Naples. These varieties were recommended for growth in Central Texas.

TEXAN EL.

SELLING WHEAT TO ARRIVE.

Wheat selling to arrive on track this spring is practised to a larger extent than ever before at this season of the year. Never at any former time was wheat held in store in country elevators and city elevators with so firm a grip as now. Wheat in the country has been bought at a very close margin, so that the grain lying in store there to earn storage charges is the leading source of profit to the elevator companies holding it. Wheat lying in store in the city elevators was bought from track in competition with millers, and relatively high prices paid for it. There is no profit in the elevator companies handling it excepting to collect storage charges with futures sold against it. It follows therefore that this wheat cannot be moved from city elevators or country elevators without a premium above the May price. To put that city elevator wheat on track costs from 1½ to 1½ cents per bushel. It follows therefore that the track wheat must bring that premium of 1½ to 1½ cents per bushel above May before it can be taken from elevators without loss to the company. When such premium is reached country elevator companies having a slight advantage over city elevator companies unload their wheat on the market to the extent the market will absorb it.—*Minneapolis Market Record.*

In the March issue of the *American Elevator and Grain Trade*, a highly useful and interesting journal, is printed a letter from the Backus Company of this city commenting favorably upon the Hatch Bill. Anybody has a right to do this if he feels that he is interested in doing so, but in this letter of the Backus Company is an extract from this circular, so dovetailed in and connected with the letter as to appear to advocate its absurd statements. We do not know that it was so designed, but we want it distinctly understood that we do not fraternize with the Backus Company sentiments on the Hatch Bill.—*Toledo Market Report.*

IN LIGHTER VEIN.

When a man is young he feels his oats,
And takes his sweetened rye in horns;
But he barly reaches middle age
When he begins to feel his corns.
In either case the fact is plain;
It always goes against the grain.

—New York Journal.

Germany intends to adopt the American system of elevators.

"Wall, now, if that don't beat all! I've jist bin readin' about them Colorado rain makers, and now I see they've got a clearing house in New York."

Farmers have been experimenting in planting wet wheat in Washington, and it is found that not more than one-third of it will grow and it yields a weak and sickly stalk.

A line of country elevators, mostly in Illinois, which are owned by Chicago parties hold 100,000 bushels of oats that are all sold against for May delivery in the Chicago market.

Miss Edna Dean Proctor, the poetess, desires to be known as the apostle of maize as the national flour. She considers Indian corn the most distinctively American product.

The total amount of wheat inspected at Winnipeg for the five weeks beginning February 25 and ending March 31 was 307 cars, against 769 cars inspected in the same time last year.

The New York World says that the railroad corporations have monopolized all the elevators at Buffalo and that in defiance of law they make a discrimination against canal business.

The New York Times says that in spite of legal restrictions the railroad elevator combine's charges have continued exorbitant, through evasion of the intent of these restrictions, and the profits of elevating are still enormous. But the worst effect is to put a burden purposely upon traffic by way of the canal, in order to cripple its competition with railroads.

The Hatch Anti-Option Bill has finally reached the House of Representatives and will undoubtedly pass that branch of Congress. Its fate in the Senate and in the hands of the President is problematical. While the bill pretends to be a measure for revenue, it is undoubtedly intended to cripple legitimate speculative trade in the articles designated in the measure.

In explaining the cost of raising wheat in Michigan, Statistician Henry A. Robinson neglected to figure on the moral depreciation and amount of energy expended by the farmer in profanity when he discovers that the Hessian fly, the Coxey of the insect world, is leading a commonwealth army through his fields. It is calculated that this extra item would bring the cost of raising wheat up to \$2.39 a bushel for an average season.

GRAIN GIVEN TO RUSSIANS SOLD FOR TAXES.

In a lecture at Milwaukee recently, Dr. Walter Kempster, late special commissioner of the United States to Russia, said:

"While vessels loaded with the grain and provisions contributed by the people of the United States for the starving people of Russia were discharging their cargoes in the Russian ports, the Russian government was shipping trainload after trainload of grain and provisions from those same ports to Germany in order that it might obtain the money necessary to run its big arsenals, so that before the close of the year 1894 every Russian soldier could be armed with a new magazine rifle.

"I can say from personal knowledge that that famine was due to the cruel system of taxation. I assisted in the distribution of the corn and wheat which this country sent in cargoes. I saw the inexorable taxgatherer of the Czar follow the almoners and actually take the little bags of corn and meal which the starving families had but barely got into their hands, and carry them off to sell to raise the taxes. In 1891, several decades after the serfs were liberated, a ukase was issued re-establishing the knout and public flogging. In a city not fifty miles from St. Petersburg 700 heads of families were publicly flogged because they could not pay the exorbitant taxes."

BALTIMORE'S HAY BUSINESS.

The development of Baltimore's hay trade is exciting favorable comment. Vessels bound for England carry from this port partial cargoes of hay from time to time. There is being established a good foreign trade for the cut product.

The hay is brought to Baltimore from the West, cut here and shipped abroad in bales weighing from 80 to 100 pounds. By cutting, the hay can be packed so tightly as further to reduce its bulk. Foreign dealers are pleased with it, and it is said to bring good prices. This trade in cut hay is expected to assume larger proportions.

Quantities of hay now come to Baltimore from the West and Northwest. Some of the local demand is supplied by teams which bring the hay to the city from the surrounding country, but the demand has gone far beyond the supply near home.

At the recently opened hay warehouse, corner of Holliday and Monument streets, an interesting insight may be had into this supply of horse food. The business seems to have been in no way affected by the removal of horses made necessary by the adoption of cable and trolley street car propulsion. The warehouse, which holds 1,000 tons, or 90 carloads, is always full, with many cars waiting to unload. The unloading of 15 or 16 cars daily supplies the demands made on the storehouse. Quantities of hay are sent out to suburban towns on the railroads. A good deal is shipped South and down the Chesapeake Bay to Maryland and Virginia farms.

First quality hay sells at the storehouse for \$15 a ton, and the freight from the West to Baltimore is \$5 20. The large dealers to whom the hay is consigned keep from one to two attendants on hand at the storehouse to sell to all comers. As every facility is offered and the best of hay can be had in large quantities without delay, many orders have been brought to Baltimore.

Each car lot is piled separately and tagged, giving the number of the car, the number of the bale and the date of arrival. Record is kept of each bale sent out.

The warehouse stands as arbitrator between the shipper and receiver, and the weights of the warehouse stand in all operations after the weights have been established there. The elevators which carry the hay to the second story are automatic.—*Baltimore Sun.*

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics, rice aggregating 735,000 pounds, valued at \$28,262, was imported free of duty under reciprocity treaty with Hawaiian Islands, during February, against 454,000 pounds, valued at \$13,040, imported in the preceding February; and during the eight months ending with February 5,391,083 pounds, valued at \$213,987, were imported, against 7,329,500 pounds, valued at \$305,520, imported during the eight months ending with February, 1893.

Of rice imported free of duty, 60 pounds were exported in February, against 550 pounds exported in February preceding; and during the eight months ending with February, 8,730 pounds, valued at \$312, were exported, against 55,019 pounds, valued at \$1,533, exported during the corresponding months ending with February, 1893.

Dutiable rice amounting to 7,316,790 pounds, valued at \$111,901, was imported during February, against 10,937,428 pounds, valued at \$182,911, imported in February preceding; and during the eight months ending with February, 33,793,195 pounds, valued at \$531,224, were imported, against 47,679,209 pounds, valued at \$835,631, imported during the eight months ending with February, 1893.

Of dutiable rice we exported 1,135,908 pounds, valued at \$20,136, during February, against 783,682 pounds, valued at \$15,824, exported during February preceding; and during the eight months ending with February, 7,719,327 pounds, valued at \$138,484, were exported, against 6,599,590 pounds, valued at \$134,994, exported during the corresponding months ending with February, 1893.

Rice flour, rice meal and broken rice aggregating 3,439,394 pounds, valued at \$50,990, was imported dur-

ing February, against 5,130,266 pounds, valued at \$92,774, imported during February preceding; and during the eight months ending with February, 35,875,605 pounds, valued at \$549,695, were imported, against 43,806,623 pounds, valued at \$813,100, imported during the eight months ending with February, 1893.

Of imported rice flour, rice meal and broken rice none was exported during the eight months ending with February, against 81,230 pounds, valued at \$1,700, exported during the eight months ending with February, 1893.

Trade Notes.

The Columbia Corrugating Mfg. Co. was incorporated at Chicago recently with a capital stock of \$50,000.

The Webster Manufacturing Company of Chicago have increased their capital stock from \$200,000 to \$300,000.

Fletcher & McLean, in the mill and elevator machinery business at Minneapolis, Minn., have dissolved partnership.

The Jeffrey Manufacturing Company of Columbus, Ohio, manufacturers of chain belting and elevating and conveying machinery, report a lively business.

The Harmon Manufacturing Company has been incorporated at Jackson, Mich., to manufacture and sell all kinds of machinery, its specialty being dust collectors.

The Robert Aitchison Perforated Metal Company of Chicago has furnished more sieves and screens to elevators, mills and mill furnishers than any other perforated metal firm in the country.

The Howe Scale Company has purchased all the capital stock of the Harrison Conveyor Company and will transfer all machinery, patterns, etc., from Chicago to their headquarters at Rutland, Vt.

Mr. R. G. Sykes of the Sykes Iron and Steel Roofing Company has accepted a bonus of \$10,000 from Niles, Ohio, and will build and furnish with all necessary machinery and appliances a rolling mill and two sheet mills at Niles, Ohio. A company will be incorporated with a capital of \$100,000.

Bag and bagging valued at \$772,908 were imported during the eight months ending with February, against an amount valued at \$940,772 imported during the eight months ending with February, 1893. Burlaps (except for bagging for cotton) valued at \$2,948,970 were imported during the eight months ending with February, against an amount valued at \$3,710,918 imported during the corresponding months ending with February preceding. Of imported bags and bagging we exported an amount valued at \$18,216 during the eight months ending with February, against an amount valued at \$52,708 exported during the corresponding months preceding. Of imported burlaps (except for bagging for cotton) an amount valued at \$825 was exported during the eight months ending with February, against an amount valued at \$62,542 exported during the corresponding months ending with February preceding.

The Van Duzen Gas and Gasoline Engine Co. of Cincinnati, Ohio, reports business in good shape. The number of orders has increased over 100 per cent. during the past sixty days, and if orders continue to increase at the present rate, the plant will soon be pushed to its full capacity. Last year the Van Duzen Co. increased their facilities for turning out their popular engines over ten fold. This rapid and remarkable growth of business, aside from the simplicity, durability and cheapness of these little giants, is the result of judicious and persistent trade paper advertising. Major Benj. Van Duzen, the inventor of the Van Duzen Engines, gives personal attention to every detail of the business and factory. Nothing escapes his watchful and experienced eye, and every engine is thoroughly tested before being permitted to leave the shops. They are sending out some valuable and interesting printed matter.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since March 15 has been as follows:

March.	NO. 2 RED W. WHT.		NO. 2 SFG. WHEAT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 2 BARLEY.		NO. 1 FLAX SEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	57 1/2	57 1/2	55 1/2	56 1/2	36	36 1/2	32 1/2	32 1/2	46 1/2	46 1/2	51	55	137	137
16	57 1/2	57 1/2	56 1/2	56 1/2	36	36 1/2	31 1/2	31 1/2	46 1/2	46 1/2	48	55	136	136
17	57 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	29 1/2	29 1/2	47	47	48	56	137	137
18	57 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	29 1/2	29 1/2	47	47	48	56	137	137
19	57 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	29 1/2	29 1/2	47	47	48	56	137 1/2	137 1/2
20	57 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	135	135
21	56 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	137 1/2	137 1/2
22	56 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	137 1/2	137 1/2
23	56 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	137 1/2	137 1/2
24	56 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	138	138
25	56 1/2	57 1/2	56 1/2	56 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	138	138
26	57 1/2	57 1/2	57 1/2	57 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	138	138
27	57 1/2	57 1/2	57 1/2	57 1/2	36 1/2	36 1/2	30 1/2	30 1/2	46 1/2	46 1/2	48	55	138	138
28	59 1/2	60	57 1/2	60	37 1/2	37 1/2	31	31	47	47	55	60	138	138
29	59 1/2	60	57 1/2	60	37 1/2	37 1/2	31	31	47	47	55	60	138	138
30	59 1/2	60	57 1/2	60	37 1/2	37 1/2	31	31	49	49	52	59	135	135
31	59 1/2	60	57 1/2	60	37 1/2	37 1/2	31	31	49	49	52	59	135	135
1	59 1/2	60	57 1/2	60	37 1/2	37 1/2	31	31	49	49	52	59	132	132
2	59 1/2	60	57 1/2	60	37 1/2	37 1/2	31	31	49	49	52	59	130	130
3	60 1/2	62	60 1/2	62	37 1/2	37 1/2	31	31	49	49	52	59	130	130
4	61 1/2	63	61 1/2	63	37 1/2	37 1/2	31	31	49	49	52	59	130	130
5	61 1/2	63	61 1/2	63	37 1/2	37 1/2	31	31	49	49	52	59	130	130
6	62 1/2	64	62 1/2	64	38 1/2	38 1/2	32	32	50	50	58	130 1/2	130 1/2	130 1/2
7	62 1/2	64	62 1/2	64	38 1/2	38 1/2	32	32	50	50	58	130 1/2	130 1/2	130 1/2
8	62 1/2	64	62 1/2	64	38 1/2	38 1/2	32	32	50	50	58	130 1/2	130 1/2	130 1/2
9	62 1/2	64	62 1/2	64	38 1/2	38 1/2	32	32	50	50	58	130 1/2	130 1/2	130 1/2
10	61 1/2	62 1/2	61 1/2	62 1/2	38 1/2	38 1/2	31 1/2	31 1/2	51	51	50	56	130 1/2	130 1/2
11	60 1/2	60 1/2	61 1/2	61 1/2	38 1/2	38 1/2	32	32	51	51	48	58	131	131
12	58 1/2	59	60 1/2	60 1/2	37 1/2	37 1/2	31 1/2	31 1/2	51	51	53	7	130	130 1/2
13	59 1/2	60 1/2	60 1/2	60 1/2	38 1/2	38 1/2	32	32	49	49	52	58	129	129

* Election Day.

For the week ending March 17 prime contract timothy sold at \$3.00@4.32 per cental; prime contract clover at \$6.00@13.25; Hungarian at \$1.50@2.00; German millet at \$0.80@1.40; buckwheat at \$1.10@1.50 per 100 pounds. No. 1 flax on track sold at \$1.20@1.36. The receipts of hay for the week were 4,578 tons, against 2,262 tons for the previous week. The shipments for the week were 818 tons, against 558 tons for the previous week. The bulk of the receipts were coarse, off color, or in a heated condition, and on this account about unsalable. For strictly choice sound hay there was a moderate inquiry, and a steady feeling prevailed. Sales of No. 1 timothy ranged at \$9.50@10.00 for fair to good, and \$10.25@10.50 for choice to fancy; No. 2, \$9.00@9.25; mixed, \$7.00@7.50; not graded, \$5.00@9.00 for poor to good; clover hay \$6.00; Indiana upland prairie, \$5.00; Dakota, \$6.50; Wisconsin, \$6.50; Iowa, \$2.00@5.00 for heating, \$5.50@6.50 for fair to good and \$7.00@8.25 for choice to fancy; packing hay, \$4.50. Wheat straw sold at \$4.50@6.00; oat straw at \$4.00@4.50, and rye straw at \$6.00@8.00 for fair to choice.

For the week ending March 24 prime contract timothy sold at \$4.20@4.40 per cental; prime contract clover at \$8.90@13.25; Hungarian at \$1.25@2.00; German millet at \$0.80@1.40; buckwheat at \$1.10@1.50 per 100 pounds. No. 1 flax on track sold at \$1.19@1.38. The receipts of hay for the week were 4,978 tons, against 4,578 tons the previous week. The shipments for the week were 668 tons, against 818 tons for the previous week. The market for poor hay was extremely dull. The market for choice sound hay ruled steady, and prices showed no material change. Sales of No. 1 timothy ranged at \$9.50@10.50 for good to fancy; No. 2, \$8.00@9.50; mixed, \$7.00@7.50; not graded, \$4.50 for heating, and \$8.00@9.50 for fair to choice; Illinois upland prairie, \$6.00@6.50; Dakota, \$5.50; Iowa, \$4.00@5.50 for heating, and \$6.00@8.50 for fair to fancy. Wheat straw sold at \$4.00@5.50; oat straw at \$5.25, and rye straw at \$6.00@8.25.

For the week ending March 31 prime contract timothy sold at \$4.25@4.40 per cental; prime contract clover at \$9.00@13.50; Hungarian at \$1.25@2.05; German millet at \$0.80@1.30; buckwheat at \$1.10@1.55 per 100 pounds. No. 1 flax on track sold at \$1.16@1.38. The receipts of hay for the week were 4,538 tons, against 4,978 tons the previous week. The shipments for the week were 642 tons, against 668 tons for the previous week. The offerings during the early part of the week were liberal and the demand light. Only choice hay was wanted and the poorer grades were almost unsalable. Sales of No. 1 timothy ranged at \$9.50@10.50; No. 2, \$8.00@9.00; mixed, \$7.00@8.50; not graded, \$8.00@9.50; clover hay, \$6.00; Illinois prairie, \$5.00; Indiana, \$4.50; Dakota, \$6.00; Iowa, \$4.50@5.00 for heating, and \$6.00@8.50 for fair to fancy. Wheat straw sold at \$5.00@5.50; oat straw at \$4.50, and rye straw at \$8.00@8.50.

For the week ending April 7, prime contract timothy sold at \$4.25@4.30 per cental; prime contract clover at \$8.60@13.35; Hungarian at \$1.25@2.05; German millet at \$0.80@1.30; buckwheat at \$1.10@1.55 per 100 pounds. No. 1 flax on track sold at \$1.13@1.35. The receipts of hay for the week were 5,442 tons, against 4,538 tons the previous week. The shipments for the week were 544 tons, against 642 tons for the previous week. The local demand for timothy and upland prairie was good. Offerings were only moderate and all choice goods met with a ready sale. Shipping inquiry was light. Sales of No. 1 timothy ranged at \$9.00@10.25 for fair to good, and \$10.50@11.00 for

choice to fancy; No. 2 \$8.00@9.25; mixed, \$6.00@8.50; not graded, \$8.00@9.50; clover hay, \$6.00; threshed, \$6.00; Illinois upland prairie, \$6.00@6.50; Iowa \$6.50@8.50 for fair to choice, and \$8.75@9.00 for fancy; packing hay, \$4.50; bedding hay, \$5.00. Wheat straw sold at \$5.00, oat straw at \$5.00@5.50, and rye straw at \$8.00@8.50.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the first 8 months of the two last crop years, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1893-94.	1892-93.	1893-94.	1892-93.
August	414,700	729,300	341,606	1,009,113
September	1,881,550	761,750	1,195,733	974,668
October	2,340,800	1,452,000	1,810,110	1,150,685
November	1,178,650	1,395,350	887,708	1,365,880
December	493,900	743,050	383,932	228,060
January	183,700	396,550	186,674	323,261
February	59,400	187,550	142,645	292,555
March	44,000	367,950	92,050	383,257
April				
May				
June				
July				
Total	6,596,700	6,033,500	5,040,458	5,617,479

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the 4 weeks ending March 31, as compared with the same period of the preceding year, were, according to W. D. Charde, secretary of the Commercial Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	507,600	859,800		
Corn, bushels	1,252,300	968,800		
Oats, bushels	312,000	297,000		
Barley, bushels	2,400	5,400		
Rye, bushels	8,400	31,200		
Flaxseed, bushels	600	1,800		
Hay, tons	4,590	4,520		

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 4 weeks ending March 31, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	545,350	1,149,383	92,250	119,700
Corn, bushels	112,450	62,910	28,650	19,500
Oats, bushels	511,000	453,000	377,340	456,300
Barley, bushels	899,685	412,000	566,286	287,011
Rye, bushels	91,200	69,600	80,741	52,250
Grass seed, pounds	432,370	72,040	653,996	132,100
Flaxseed, bushels	3,464	8,280	2,320	8,100
Hay, tons	813	1,494	83	22
Flour, barrels	186,885	85,353	313,090	268,345

THE PRIZE WINNER.

The AMERICAN ELEVATOR AND GRAIN TRADE of March 15 prints an excellent likeness of Alderman Ed Lee of this city, who won a prize of \$50 offered by them for the nearest guess as to the amount of wheat that would be exported from this country in January. Mr. Lee's guess was 5,974,643 bushels. The actual number was 5,940,136.

We presume that when Ed gets the \$50 he will come around with the cigars.—Gazette, Jonesboro, Ill.

There are twelve elevators of the first class in St. Louis with a capacity of 13,000,000 bushels. The private elevators and warehouses have a further capacity of 1,580,000 bushels, making the total elevator capacity of the city 14,580,000 bushels. The amount of capital invested in them is about \$15,000,000. Nine of them are under one management. They are all fairly profitable and give to shippers of grain the most improved facilities and accommodations at the lowest rates. The total capacity of elevators in 1880 was 4,950,000.

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during March, 1894 and 1893, of seeds, hay and broom corn:

Repts.	Timothy lbs.	Clover lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1894	5,109,636	2,081,299	460,915	39,008	2,096,075	22,717
1893	3,505,190	665,733	1,252,954	272,885	1,733,400	21,407
Shipts.	10,651,741	2,587,127	883,284	77,452	995,725	3,247
1893	8,267,251	1,561,697	461,836	321,460	2,090,311	4,379

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 4 weeks ending March 31, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	40,200	103,500	9,600	99,150
Corn, bushels	1,835,700	820,950	837,650	402,050
Oats, bushels	1,554,600	1,445,400	1,642,800	1,487,400
Barley, bushels	76,300	168,700	58,100	126,600
Rye, bushels	14,400	3,000	5,400	600
Mill Feed, tons	860	257	5,747	2,935
Hay, tons	3,180	3,240	1,788	900
Flour, barrels	21,550	17,100	21,450	13,779
Spirits & Liquors, bbls.	3,900	844	18,275	18,594
Syrup & Glucose, bbls.	2,200	890	40,244	20,919

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of March, as compared with the same period of the preceding year, were, according to Geo. H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	195,000	536,900	417,011	664,317
Corn, bushels	3,232,350	3,987,900	3,085,115	3,797,016
Oats, bushels	933,900	989,400	349,211	259,681
Barley, bushels	119,250	238,500	15,826	26,061
Rye, bushels	10,500	73,500	11,175	66,068
Hay, tons	14,610	9,440	6,261	2,886
Flour, barrels	128,536	118,065	254,768	187,370

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 4 weeks ending March 31, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels	3,450,380	4,366,950	624,060	1,552,130
Corn, bushels	321,440	93,030	173,270	45,020
Oats, bushels	230,770	293,960	126,540	200,760
Barley, bushels	12,150	201,480	20,500	135,710
Rye, bushels	6,520	16,520	18,350	11,810
Flaxseed, bushels	3,620	40,200	13,300	32,100
Hay, tons	1,859	4,581	83	30
Flour, barrels	9,797	33,867	648,907	639,124

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the 4 weeks ending March 31, as compared with the same period of the preceding year, were, according to Geo. M. Lane, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, O., during the four weeks ending March 31, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	379,500	281,200	29,100	94,100
Corn, bushels.....	513,900	385,500	195,200	209,200
Oats, bushels.....	17,000	18,600	7,700	4,400
Barley, bushels.....	1,200	1,400	3,200	2,800
Rye, bushels.....	4,700	9,500	9,200	1,650
Clover seed, bushels.....	34,427	22,586	49,950	29,457
Flour, barrels.....	8,094	5,804	57,551	48,778

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the 41 weeks ending April 7, for the three last years, were as follows:

	1893-94.	1892-93.	1891-92.
St. Louis.....	11,661,000	24,669,000	24,711,000
Toledo.....	11,424,000	21,150,000	18,458,000
Detroit.....	7,782,000	7,459,000	6,758,000
Kansas City.....	11,963,000	24,466,000	12,983,000
Cincinnati.....	934,000	1,673,000	2,164,000
Winter wheat.....	43,764,000	79,417,000	65,624,000
Chicago.....	19,989,000	54,873,000	43,644,000
Milwaukee.....	9,520,000	12,665,000	10,281,000
Minneapolis.....	43,906,000	56,606,000	55,387,000
Duluth.....	29,555,000	35,442,000	42,482,000
Spring wheat.....	102,970,000	159,586,000	151,794,000
Total, 41 weeks.....	146,734,000	239,003,000	216,818,000

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States was as follows:

	Month ending Feb. 28.		Eight months ending Feb. 28.	
	1894.	1893.	1894.	1893.
United Kingdom.....	2,962,142	5,872,379	38,946,411	56,825,138
Germany.....	16,660	83,905	1,170,028	2,006,082
France.....	132,350	715,781	7,833,932	3,893,799
Other countries in Europe.....	876,273	1,618,476	16,710,293	17,657,962
Brit. North Am. Possessions.....	7,912	.....	2,655,060	2,692,669
Cent. Am. States & Brit. Honduras.....	4,401	3,394	25,631	35,150
West Indies and Bermuda.....	.....	214	8,477	4,658
Brazil.....	.....	10,003	47	63,919
Other countries S. America.....	.....	32	2,980	7,733
Asia & Oceania.....	1,031	1,181	7,219	12,580
Africa.....	.....	162,744	85,870	242,746
Other countries.....	200	1,313	4,010	8,077
Total.....	4,000,969	8,475,422	67,449,967	83,450,513

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

	Month ending Feb. 28.		Eight months ending Feb. 28.	
	1894. Bu.	1893. Bu.	1894. Bu.	1893. Bu.
United Kingdom.....	3,346,860	2,263,017	18,286,810	11,034,565
Germany.....	911,186	295,793	7,346,989	3,061,338
France.....	541,048	134,741	1,683,403	443,999
Other countries in Europe.....	804,035	631,795	7,459,945	3,921,953
British North Am. Possessions.....	167,818	66,965	7,769,611	2,280,502
Mexico.....	11,589	27,767	356,881	5,296,428
Cent. Am. States & Brit. Honduras.....	36,087	5,882	135,885	37,336
Cuba.....	61,127	82,815	732,663	668,560
Puerto Rico.....	1,040	2,400	6,039	11,344
Santo Domingo.....	335	302	341	5,346
Other West Indies and Bermuda.....	55,700	53,682	397,110	355,063
South America.....	6,943	47,974	105,988	252,460
Other countries.....	872	450	15,692	8,861
Total.....	5,894,040	3,613,583	44,297,349	27,378,364

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, March 10, 1894, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....	.....	106,000	56,000	.....	.....
Baltimore.....	914,000	302,000	99,000	25,000	.....
Boston.....	335,000	15,000	.....	.....	7,000
Buffalo.....	1,188,000	819,000	194,000	40,000	93,000
do afloat.....	.....	.....	.....	.....	.....
Chicago.....	20,104,000	5,591,000	630,000	197,000	6,000
do afloat.....	1,218,000	4,351,000	21,000	1,000	.....
Cincinnati.....	10,000	15,000	19,000	14,000	26,000
Detroit.....	2,061,000	37,000	10,000	1,000	3,000
do afloat.....	803,000	.....	.....	.....	.....
Duluth.....	11,414,000	261,000	10,000	32,000	.....
do afloat.....	209,000	.....	.....	.....	.....
Indianapolis.....	226,000	29,000	9,000	.....	.....
Kansas City.....	435,000	68,000	18,000	6,000	.....
Milwaukee.....	934,000	3,000	.....	8,000	27,000
do afloat.....	.....	.....	.....	.....	85,000
Minneapolis.....	11,787,000	512,000	19,000	6,000	19,000
Montreal.....	633,000	4,000	260,000	39,000	40,000
New York.....	9,786,000	148,000	717,000	18,000	.....
do afloat.....	296,000	.....	.....	.....	47,000
Oswego.....	20,000	3,000	.....	.....	16,000
Peoria.....	123,000	209,000	106,000	2,000	.....
Philadelphia.....	257,000	583,000	143,000	.....	.....
St. Louis.....	2,450,000	48,000	28,000	1,000	5,000
do afloat.....	.....	.....	.....	.....	.....
Toledo.....	3,149,000	798,000	5,000	5,000	.....
do afloat.....	346,000	22,000	.....	.....	.....
Toronto.....	121,000	.....	52,000	.....	44,000
On Canals.....	.....	.....	8,000	.....	.....
On Lakes.....	1,380,000	2,650,000	42,000	.....	159,000
On Mississippi River.....	70,000	1,000	5,000	.....	.....
Grand total.....	70,762,000	17,497,000	2,654,000	395,000	582,000
Corresponding date, 1893.....	77,293,000	14,914,000	4,423,000	868,000	836,000

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of March, 1894, was graded as follows:

Railroad.	White.			Hard.			Red.			No Grade.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.....	1	1	.....	53	22	.....	9	45	15	.....
C. R. I. & P.....	.....	1	.....	1	1	.....	4	3	9	.....
C. & A.....	.....	.....	.....	3	.....	.....	16	4	.....	1
Illinois Central.....	.....	.....	.....	7	3	.....	11	30	7	.....
Freeport Div.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Galena Div. N. W.....	.....	.....	.....	1	3	.....	14	6	.....	.....
Wis. Div. N. W.....	.....	.....	.....	.....	.....	.....	15	31	7	2
Wabash.....	1	.....	.....	.....	.....	.....	4	6	.....	.....
C. & E. I.....	1	.....	.....	.....	.....	.....	5	13	2	15
C. M. & St. P.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....
Wis. Cent.....	.....	.....	.....	.....	.....	.....	25	.....	1	.....
C. G. Western.....	.....	.....	.....	.....	.....	.....	1	34	13	3
A. T. & S. Fe.....	.....	.....	.....	6	21	.....	98	21	8	.....
Through & Spec.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total each grade.....	1	5	2	73	81	.....	162	205	66	22
Total W. wheat.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	624

Railroads.	Northern.	2			No Grade.	White.			Mixed Wheat.
		2	3	4		2	3	2	
C. B. & Q.....	39	119	7	.....	5	.....	2	.....
C. R. I. & P.....	6	.....	.....	.....	.....	.....	.....
C. & A.....	2	.....	.....	.....
Illinois Central.....
Freeport Div.....	1	.....	.....	.....	.....	.....	.....	.....
Galena Div. N. W.....	16	8	.....	.....	.....	.....	.....	.....
Wis. Div. N. W.....	2	1	.....	.....	.....	.....	.....	.....
Wabash.....	1	.....	.....	.....	.....	.....	.....	.....
C. & E. I.....
C. M. & St. P.....	96	6	2	.....	.....	.....	.....	.....
Wis. Cent.....
C. G. Western.....	3	.....	.....	.....	.....	.....	.....	.....
A. T. & S. Fe.....
Through & Special.....	147	6	2	.....	.....	.....	.....	.....
Total each grade.....	187	249	24	2	7	.....	.....	471
Total sp. wheat.....

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C. B. & Q.....	53	232	56	102	228	530	8	.....
C. R. I. & P.....	70	159	2	7	44	494	57	.....
C. & A.....	26	102	5	25	31	95	.....	.....
Illinois Cent.....	50	264	20	53	8	93	12	.....
Freeport Div.....	50	224	3	21	161	346	16	.....
Gal. Div. N. W.....	16	617	4	17	10	831	69	2
Wis. Div. N. W.....	.....	5	.....	1	.....	2	.....	.....
Wabash.....	49	249	3	36	1	95	10	1
C. & E. I.....	3	38	.....	11	2	44	2	.....
C. M. & St. P.....	4	240	.....	4	9	534	15	.....
Wis. Cent.....	.....	.....	.....	.....	.....	.....	.....	.....
C. G. Western.....	5	14	.....	18	68	3	.....	.....
A. T. & S. Fe.....	1	97	.....	15	26	179	.....	.....
Th'gh & Spl.....	7	367	.....	33	2	152	8	.....
Total each grd.....	334	2,608	93	325	540	3,468	200	3
Total corn.....	.....	.....	.....	.....	.....	.....	7,566	.....

OATS.

Railroad.	White.			White Clipped.			No Grade.
	1	2	3	1	2	3	
C. B. & Q.....	448	199	104	75	.....	.....	1
C. R. I. & P.....	216	285	43	53	24	.....	5
C. & A.....	87	7	41	11	.....	.....	2
Illinois Central.....	77	9	98	7	.....	.....	1
Freeport Div.....	111	182	49	29	.....	.....	.....
Galena Div. N. W.....	154	477	48	57	.....	.....	1
Wis. Div. N. W.....	82	139	4	16	.....	.....	.....
Wabash.....	133	12	72	7	.....	.....	.....
C. & E. I.....	44	3	22	1	.....	.....	.....
C. M. & St. P.....	267	473	89	90	2	2	.....
Wisconsin Central.....	10	3	.....	1	.....	.....	.....
C. G. Western.....	55	179	30	25	.....	.....	1
A. T. & S. Fe.....	82	71	213	8	.....	.....	.....
Through & Special.....	96	49	99	17	3	2	.....
Total each grade.....	1,862	2,088	907	397	29	15	5,298
Total oats.....	.....	.....	.....	.....	.....	.....	.....

RYE.

Railroad.	1	2	3	No Grade.
C. B. & Q.		13	5	
C. R. I. & P.		7		
C. & A.				
Illinois Central				
Freeport Div.		13		
Galena Div. N. W.		12	5	
Wisconsin Div. N. W.		9		
Wabash			1	
C. & E. I.				
C. M. & St. P.		25	1	
Wisconsin Central		12		
C. G. Western		9		
A. T. & S. Fe.				
Through & Special		13		
Total each grade		113	12	
Total rye				125



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HARLEY B. MITCHELL, - - - Editor.

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1894.

REBATE FOR COUNTRY ELEVATOR MEN.

The country elevator man furnishes a freight-house, and at many stations handles the bulk of the freight presented for shipment, without recompense from the carrier. The carrier provides a warehouse and labor to handle most of the other freight received and shipped. In return for this service the carrier holds cars on its side tracks days and weeks for track shippers to load, while the elevator man has to wait until they have cars to spare. The carrier holds that the elevator man has a place to store his grain and the track shipper has not, so the former can afford to wait although the market may be on a toboggan slide.

In former days carriers encouraged the elevator man to build by giving him a lower rate on all grain shipped. Now no encouragement is given, and after he has entered the business carriers try to drive him out by assisting and favoring the irregular track shippers. This unjust and unfair treatment will be continued until the country elevator men combine, demand and fight for a rebate on every 100 pounds shipped from their house.

The carriers could well afford to give elevator men 2 cents a hundred for all grain shipped in return for furnishing facilities for storing free all grain offered a week and loading it into cars. The charter of almost every carrier requires that it shall provide facilities for storing and handling freight at every station. Grain is freight, therefore carriers should provide facilities for handling it as the L. S. & M. S. Ry. has done, or pay the elevator men for doing so.

If country elevator men were paid 2 cents a hundredweight by carriers on all grain loaded out of their houses, on the condition that they would store seven days and load free the grain of all comers, the day of the irregular buyer would be at an end, because the elevator man could afford to pay 2 cents more a hundred for the grain than the irregular buyer. All shippers would load grain through the elevator, for it would be cheaper than loading direct from

wagon, and cars would not be delayed for days awaiting the completion of the loading. The elevator man is justly entitled to receive some recompense for his time, labor and expenditure, and surely nothing less than that proposed would be offered.

AN ANTI-OPTION TEMPEST.

C. A. Pillsbury, the big miller and elevator man, is president of the Minneapolis Chamber of Commerce. Likewise, he is about the only member of it who is not opposed to Mr. Hatch's Anti-Option Bill. A few days since Mr. Pillsbury left his haunts and hied himself to Washington to look after the wheat rate and incidentally see that flour did not get back into the Hatch bill, whence it was stricken by the persuasive eloquence of Senator Washburn. In his absence a formidable petition was forwarded by the members to their member of Congress urging him to use every endeavor to defeat the Hatch bill. It was a pretty strong document, and embedded somewhere in it, Mr. Pillsbury and his friends professed to find a reflection upon the big miller. Then Mr. Pillsbury declared that he would resign unless the Chamber of Commerce took it all back. Up to date it had not been taken back, and some of the members declare that it won't be, either.

Of course this little family jar will be settled; but its occurrence brings out the fact that Mr. Pillsbury is almost alone in favoring the Hatch bill, among the Minneapolis millers and grain men. The grain men of Minneapolis can hardly be called "gamblers" even by Mr. Hatch; and the earnest opposition of men like Mr. Peavey ought to open the eyes of the Congressman and his mischief workers to the fact that all legitimate interests fear and deplore his mischievous piece of legislation. It is true some of the Minneapolis millers were converted into opponents of the bill only after flour had been included in its provisions; they saw more clearly then than they did before what a millstone the bill tied about the neck of business. Since flour was stricken out through the agency of Senator Washburn they have abated their opposition but are far from being converted to its support. They see how easily flour can be put back into it in the Senate. The petition sent in by the Chamber of Commerce will do more good than one emanating from any other body in the country. It is not only forcible in language but comes from men who cannot be accused of dealing in wind. It will serve a good purpose; and when the bill gets into the Senate it will counteract the impression that Senator Washburn represents the sentiments of the Northwest in this matter.

EXPORT GRAIN VIA GULF PORTS.

Three gulf cities that are anxious to have the grain of the Southwestern states exported via their ports have been doing much talking about the matter recently. It will take more than meetings and resolutions to turn the export grain trade of the Southwestern states through the gulf ports. When any gulf port is prepared to give the country shipper as good service as the Atlantic ports a portion of the grain shipped from the Southwest will be sent to it.

The fact that New Orleans, Galveston or Mobile has a port that can be entered by ocean vessels is not alone sufficient to attract grain. Storage elevators with first-class facilities for receiving, storing and shipping, together with a large amount of outgoing tonnage, will attract direct export shipments, if the rates are a trifle lower and the service as good as that given via Atlantic ports. About four years ago low rates attracted a large quantity of corn to New Orleans. Not having the facilities to care for it, much of the corn was sidetracked and kept in cars for weeks during rainy weather. It soon

heated and shippers of Nebraska and Kansas after writing and telegraphing in vain visited New Orleans. They have not forgotten the experience, and no doubt are loath to try that market again.

Newport News, the great coaling station on the Chesapeake Bay, has one good grain elevator, large outgoing tonnage, and is on a line with the Kansas grain fields, yet little grain is shipped from that port. It has no market, no buyers, no commission men, no exporters, but it has the influence of a strong railroad and a favorable rate, still it gets but a fraction of our export grain trade, and gulf ports without the chief essentials of an export market can do no better.

The facilities for handling the grain at New Orleans as well as at Galveston are slowly being improved, and the New Orleans market is becoming a broader and a stronger one, but the grain merchants of that city are not advertising the fact. They seem to fear that some of the Western shippers will learn that New Orleans is a good market and swamp it with grain. If the gulf ports want to become grain markets they must provide ample facilities for handling grain and induce local merchants to find home and foreign markets for that which is shipped to them. When they have done this and notified shippers that they are prepared to receive, their market will prove attractive to the grain shippers of the Southwest, but not before.

ORGANIZATION OF KANSAS DEALERS.

Some of the Kansas dealers have tried persistently and earnestly to organize and maintain an aggressive association that would be of benefit to the trade, and the letters from Kansas dealers published elsewhere in this number show that any energetic, progressive dealer who will take the lead in organizing an association will receive the hearty support of almost every dealer.

All the Kansas dealers are thoroughly convinced that they would derive much benefit from a well-organized, well-managed association. Upon this point they have ever agreed, but they have frequently stumbled over the plan of organization, the operation and the work to be done. If the plan of organization and management was thoroughly discussed by the leaders through the mails or through the columns of this journal, as any are welcome to do, and some definite idea formed of the plan desired, it would greatly facilitate the organization of an effective association. Too often those who desire to go home on an early train are forced to depart before the work of organization has assumed a definite plan, and they leave discouraged and dissatisfied.

The plan of organization should be outlined beforehand. A constitution and by-laws should be drawn up and copies sent out for amendment and suggestions with the invitations to attend the meeting. A clear and positive statement of the object of the organization should be sent to each dealer, lest, like the Wichita meeting, there should be some doubt as to the true object of the organization.

There has been too much about the Kansas grain dealers' associations that was indefinite, hence the wavering, tottering and final fall of every one that has been organized. The trade does not lack for abuses or impositions that could be remedied by an active organization; in fact, the grain trade suffers more injustice than any other business of equal importance. The profits of the country dealer are consumed by these trifles, and many complain bitterly that no money can be made in the business, yet they stand idle and make no attempt to make an end to the abuses which enumber them.

The irregular track shipper, the inequitable distribution of cars, the high and unjust insurance rates, the delay of grain at point of shipment and in transit, the old weak cars which

cause shortages, the dockage for future shrinkage at terminals, and the discrimination in freight rates all merit the attention of grain shippers, and must have vigorous attention soon or there will be no shippers left to fight the abuses.

The time is ripe for organization, and if an active association is not formed in Kansas this month we misunderstand the desire and the energy of the Kansas dealers. A meeting has been called at Wichita for the 17th inst., and another may be held at some Missouri River town on the 19th, so that any leader for organization will be likely to receive active support.

We would be pleased to receive for publication the opinions of other dealers on the subject. It matters not whether you agree with those whose opinions are given in this number; let us have your opinions.

THE SOUTHWEST GRAIN TRADE CONGRESS.

A Grain Trade Congress will be held at Wichita, Kan., Tuesday, April 17, for the purpose of—well, for the purpose of meeting. There seems to be considerable difference of opinion regarding the definite object of the meeting, so it is very doubtful that anything of practical value to the grain trade will be accomplished.

That Wichita will be well advertised by the meeting seems certain. The shipment of grain abroad via the gulf ports and the discussion of means of inducing such shipments are thought by southern merchants to be one object of the meeting. An interview with a Wichita miller, which is published in this number, shows that he thinks the meeting will have been a success if a company is organized to erect large storage elevators at Wichita. Some of our Kansas correspondents seem to be under the impression that a state grain dealers' association will be organized.

If either shall have been accomplished the congress will not have been held in vain. The organization of an association, however, is of the most importance to the grain dealers of the state, and if an active association is secured, much good will have been done the trade.

NOSTRUMS FOR ADVANCING PRICES.

Whenever wheat strikes an unusually low level someone is pretty sure to come forward with a patented copper-bottom, universal-jointed panacea for lifting the price. As wheat has been lower the past year than ever before, the crop of quack doctors has been unusually large and shows no sign of a decreased acreage.

It is reported, for instance, that Kansas farmers propose to plow up a quarter of their wheat, each man to do the plowing not for himself but for his neighbor, to insure that 25 per cent. will be faithfully obliterated. How many farmers have agreed to the programme, we do not know. There could be no doubt of the efficacy of the measure if Kansas raised all the wheat that is consumed.

Another scheme is to have an export bounty paid on wheat. This would be a fine thing for the European. In the end he would get his wheat cheaper by the amount of the bounty.

Farmer Hatch's scheme is well known. He proposes to raise the price of wheat by imposing a tax upon it, a tax which will come out of the producer.

Up in the Northwest it is proposed not only to discontinue planting wheat, but to buy up and hold all they can get.

Feeding the wheat to hogs and cattle is also suggested. If the wheat is cheap feed, there is nothing against this scheme; but each individual must see the actual benefit to himself in this

procedure, otherwise he is pulling someone else's chestnuts out of the fire.

And speaking of fire, nobody has yet suggested that farmers burn some of their wheat. This proposition was made in sober earnest a few years ago.

All of these propositions, except Hatch's, assume that the American wheat farmer supplies the world and therefore can regulate the price by regulating the quantity. Likewise they assume that some of the farmers will sacrifice their own interests for their fellows, which is expecting too much; human nature is not constructed on that model.

Meanwhile, wheat will keep cheap so long as people find it profitable to raise cheap wheat and the supply continues large. There is no difference between wheat and any other article of human production and consumption. It would be well for our farmers to get a remunerative price for their wheat, because their welfare is the prosperity of the country; but so long as the world is supplied with cheap wheat from other sources all artificial remedies for low prices must necessarily fail.

ELEVATOR INSURANCE IN IOWA.

A few elevator men of Iowa have favored us with a statement regarding insurance on elevator property in that state, and some have expressed themselves in favor of a mutual fire insurance company for elevator owners. Their letters are published elsewhere in this number, and merit the attention of every elevator owner, whether he be in Iowa or elsewhere.

The rate paid varies from 1½ to 3½, which no doubt will be a surprise to some of the elevator men. The rate has been advanced upon some and not upon others, which shows that the advance announced has not been general as was supposed. The disparity in rates is not due entirely to the nature of the risk, but is influenced more by the nature of the agent and the policyholder. No doubt other elevator men have even more favorable rates and terms, and we trust that they, as well as other elevator owners, will favor our readers with a statement of the rates they are paying and their opinions regarding the organization of a mutual fire insurance company.

One correspondent is paying only 1½ per cent. for insurance against fire, lightning and tornado; his building is frame and without fire protection. His rates have not been advanced, while they were upon other frame elevators that had been paying as high as 3 per cent. One correspondent reports an advance of 15 to 25 per cent. Several would not stand the extortion, so canceled their insurance. One company pays nearly \$1,200 a year for insurance on three elevators. It is all in stock companies.

That others are suffering greater extortion than any who have favored us with a statement is evidenced by the many complaints made and by the large number of bills introduced in the Iowa Legislature for the regulation of fire insurance companies. The only important one that passed both houses was one prohibiting the enforcement of the 80 per cent. co-insurance clause.

The time is ripe for organizing a mutual fire insurance company that shall insure elevators and their contents only. That the elevator men of the state would give their hearty support to such a company, if well organized and well managed, is shown by the sentiments expressed by every one of our correspondents. A company that would select its risks carefully, take only first-class risks (this would exclude very few houses in Iowa), and inspect them frequently, would be an assured success from the start. Elevator men may now and then have fits of conscientious carefulness and provide barrels of salt water with buckets for every floor, put in a standpipe with hose or automatic sprinklers, or buy chemical extin-

guishers, but their vigilance soon languishes and the appliances for extinguishing incipient blazes get out of order and the risk of loss by fire is increased accordingly. The knowledge that he can decrease the cost of his insurance by persistent vigilance and the frequent visits of the mutual company's inspector would cause every elevator man who joined the mutual company to take more care to prevent and extinguish fires.

Elevator men have much to gain, but nothing to lose, by organizing a strong mutual company. The millers of Iowa have a mutual fire insurance company which, during the past 17 years, has saved the members over 50 per cent. of what they would have paid for the same insurance in reliable stock companies. Surely the elevator men, whose property is not so hazardous a risk as a flour mill with its great amount of machinery, can do as well, if not better. If you want to save 50 per cent. of your insurance premiums, address your brother dealers through these columns.

OUR SPECIAL MAY ISSUE.

The May number of this journal will be by far the best number ever published. It will be larger and will contain more interesting information of value to those connected with the grain trade. It will be the most artistic number ever published, and no one connected with the grain trade should fail to secure a copy.

We are working to make it worth at least a year's subscription to every reader, and we trust we will receive the assistance and support from the trade which the work merits. If you wish to champion any cause or expose any abuse or imposition to the large number of the trade which the special number will reach make use of our "Communicated" department. Its columns are always open for the free discussion of any subject of interest to the trade.

Advertisers will recognize in this special number the best opportunity ever offered for getting before a large number of those connected with the grain trade, and no doubt will take advantage of it to make their spring announcements.

WATER ROUTE FOR EXPORT GRAIN.

The season of lake navigation with its accompanying cheap rates on grain to the seaboard is here once again, and the Buffalo elevator pool is discriminating against the canal boatmen and in favor of the rail carriers just as much as ever.

A vigorous effort has been made to induce the present state legislature to submit to the people at the next election a proposition to bond the state for \$12,000,000 for the improvement of the Erie Canal, but with little prospects for success. The Senate of the New York Legislature has passed a bill appropriating \$300,000 for the improvement of all the state canals. Ten times this sum would enable the state engineer to greatly improve the usefulness of the Erie, facilitate the passage of canal boats, and reduce the rate on grain from Buffalo to New York.

Unless the Erie Canal is retained and improved, New York City and Buffalo will lose much of their grain trade. Representatives of gulf cities will meet with shippers in the Southwest this week for the purpose of inducing them to send export grain via their ports. The Canadian Government is expending millions on the improvement of the St. Lawrence route to the seaboard, and the facilities for handling grain along that route, as well as the outgoing tonnage, are becoming more attractive to grain exporters. Other routes suitable for our export grain are being improved, while the waterway of New York state is being sacrificed for the interests of the rail carriers. The penurious policy of New York state must be changed or the trade will be compelled to seek other and cheaper channels.

EDITORIAL MENTION

SEND us the news of your district of interest to the members of the grain trade.

THE sixth annual meeting of the Hay and Straw Dealers' Association of New York was held at Syracuse, N. Y., Wednesday, April 11.

KANSAS grain dealers are determined to organize an active association. If you want any of the benefits, join in the move with your whole heart, and it will be a success.

AS SHOWING the value of "statistics," last month the government figured out the area of winter wheat in Illinois at 1,337,100 acres, while the state department figured it down fine at 1,821,422 acres.

A. S. GARMAN & SONS, Akron, Ohio, have issued a new price list of their specialties for grain men and millers, which they will be pleased to place in the hands of all our readers. You are pretty sure to find something in the list that you want.

KANSAS readers should not fail to peruse our letters on the subject of organization. The dealers of that state are thoroughly alive to the advantages of organization, and if an association is not organized at one of the meetings to be held this week, another meeting should be held immediately and an association organized. Send us your views on the subject.

WE give in this issue a practical elevator device, sent to us for publication by a Michigan gentleman. It is very simple, easily constructed and easily operated, and at the same time is very useful. We are always pleased to publish any device of practical value to the elevator man, and readers cannot favor us too often with this kind of matter.

OHIO hay dealers have met and organized, but the Ohio grain dealers have as yet formed nothing but a social organization. They should peruse the account of the meeting and the objects of the association published elsewhere in this issue; it may prompt some enterprising dealers to attempt the advancement of trade interests by organizing a grain dealers' association.

THE Metcalf-Macdonald Company of this city, who have, for many years, held their office jointly with the Webster Manufacturing Company, will locate May 1 on the seventh floor of the Medinah Building, Jackson and Franklin streets, rooms 709, 710 and 711. In addition to their specialty of elevator designing and construction, they will enlarge their line of general engineering work.

THE annual price list of the Barnard & Leas Manufacturing Company, Moline, Ill., is at hand, and, as always, is entirely creditable in its completeness and general make-up. Its 204 pages contain illustrations, descriptions and prices of their own well-known lines of machinery for millers and grain handlers, supplemented by illustrations and prices of scores of other appliances necessary or useful in mill or elevator. This is the thirtieth annual catalogue which this sterling firm has issued; and in all that time they have maintained the reputation of turning out nothing but first-class work. That their

work has been duly appreciated is amply evidenced by the steady growth of the firm's trade in every direction. This illustrated price list will be sent to interested parties who will write for it.

THE BERGER MANUFACTURING COMPANY of Canton, Ohio, have issued a very handsome catalogue of 130 pages, printed on heavy paper with new type and elegant illustrations. All the specialties of the company, including steel roofing, corrugated iron, steel brick, rock-face stone, metallic shingles and other building specialties are fully treated. This handsome catalogue will be sent on application to interested parties.

SOME idea of the extent of the "visible" can be obtained by comparison. The amount of wheat in Chicago is at least half the whole wheat crop of England for 1893. It exceeds the united wheat crops of Norway, Sweden, Denmark, Switzerland, Portugal and the Netherlands. It is more than 1 per cent. of the largest wheat crop the world ever grew, and is one-fourth the wheat crop of Germany last year.

THE outlook at Duluth is very favorable for a heavy business in the grain trade. The two new elevator systems now in operation will tend to increase receipts, and it is expected that both the Union Improvement and the Lake Superior Elevator systems will be reorganized. But whether reorganized or not, there is nothing in their present management of the receiver that will militate against the grain trade of Duluth.

THE Chicago managers of the Chicago Elevator Company, Limited, are making a strenuous effort to transform the company into an American concern. It is stated that the Bank of England and an Anglo-American company, each holding a small block of the bonds, are the only obstacle in the way of effecting the transformation. It is claimed that all arrearages of interest on the bonds and the floating debts have been paid out of the earnings.

AN "Elevator Employee" gives some excellent reasons in this number why the bushel measure should be banished from the grain trade. The 100 pounds is the standard used on the Pacific Coast and by the seed trade of the entire country. It is a better standard than the bushel and its use would greatly simplify and facilitate the office work of every grain dealer. The hundredweight is the natural standard measure for all grains, and dealers should refuse to use any other.

THE Hatch bill has been amended, the tax on dealers being reduced to \$12 per annum instead of \$24, and the bond required changed from \$10,000 to \$3,000. Future contracts, as finally amended, pay, in case of delivery, 1 cent for every 1,000 bushels of grain, and 1 cent for every 10,000 pounds of cotton, lard, bacon, hops, etc. For non-delivery the penalty is 3 cents a bushel for wheat and 2 cents per bushel for corn, oats, rye and barley, and 1 cent a pound for cotton, lard, etc.

THE Van Duzen Gas and Gasoline Engine Company of Cincinnati, O., reports business in excellent shape, their orders having increased over 100 per cent. during the past 60 days. If they continue their present rate of increase the plant of the company will soon be pushed to its full capacity. Last year the company was obliged to increase its facilities for turning out their popular engines tenfold. This rapid and remarkable growth of business, aside from the simplicity, durability and cheapness of the engines, is very largely due to judicious and persistent trade paper advertising. Maj. Benj. Van Duzen, the

inventor of the Van Duzen engines, gives personal attention to every detail of the business and factory. Nothing escapes his watchful and experienced eye, and every engine is thoroughly tested before it is permitted to leave the shops. Just now the company is sending out some valuable and interesting printed matter, which they will send such of our readers who request it, mentioning the name of this journal.

THE Boston Chamber of Commerce has appointed a committee to induce the state legislature to join in the move of the different states to adopt uniform standards of weight for bushels of grain and other commodities. This is a good move, and will remove one of the strong objections to the present unit of measure. Very few of the states have standards which are uniform, and the differences have caused much trouble. When the cental is the standard unit used by the trade, these varying standard weights for bushels will be of no use to the grain trade.

IT is about a year now since the Cudahy attempted corner in May wheat came to an untimely end. Wheat reached 90 cents. A few brave bears, who saw the beginning of the end in sight, began selling heavily and the bulls were buried under the tumbling mountain of wheat. The Cudahy manipulation was undoubtedly largely responsible for much of the depression in wheat that has followed. It brought out large stocks and loaded down the Chicago elevators with a weight of wheat that has kept prices down several cents below what they would have been had the market been allowed to take its natural course.

THE Peerles Boiler Cleaner Company of Springfield, Ohio, have something to say in their advertisement to the owners of steam plants, as well as to engineers and firemen. They propose to sell their receipt and the right to manufacture and use, with full instructions. This compound has been largely in use, and the company state that it will not only remove scale and keep scale from forming in boilers, but will clean steam pipes and keep boilers, pipes and injectors clean, at a very small cost. It is also used for gas engines to keep the water space from becoming clogged up with lime. The ingredients are simple and can be obtained at any drug store.

AN interesting book has just been published by Henry Wood entitled *The Political Economy of Natural Law*. Mr. Wood some years ago became well known as a writer on economic subjects through his little work *Natural Law in the Business World*, which, considering the unattractiveness of the subject, became vastly popular. Mr. Wood has the happy faculty, not of investing a subject with interest, but of presenting its inherent interest in an intelligible and comprehensive manner. His book is optimistic. It is more, it is full of good, sound, common business sense. Few people care to read treatises on political economy, but Mr. Wood has written one that is positively enjoyable. It is published by Lee & Shepard, Boston. Price \$1.25.

SENATOR PEPPER'S committee, appointed to investigate the causes of agricultural depression, has made its report. It was supposed, when the committee was named, that it was appointed to "convict," so to speak; and plenty of campaign material against the packers, millers, Board of Trade men and elevator owners was expected. But the report, occupying some 150 pages, is a really valuable document, and contains much interesting information. While we do not indorse the committee's remedies, we must admit that it takes a broader view of the causes of depression than we expected, and gives

due weight to the extraneous causes, such as the expansion of grain-growing areas in other countries. But it was impossible for even the most prejudiced committee to fail to see that agricultural depression has been due not to one, but to many causes. It has been world-wide, and far worse in England and Germany than here at home.

THE Winnipeg *Commercial* sagely remarks that in the boom times of the past Manitoba farmers never paused to figure out the relative value of a bushel of wheat to a binder costing \$350. Then it required 466½ bushels of wheat at 75 cents to pay for a binder, while now it takes only 311 bushels at 45 cents to purchase a better machine. This is one of the few compensations of bad times.

EVERY grain shipper, we are sorry to say, is not so located that he can use the Grand Trunk Railway, which has recently adopted the simplest and fairest bill of lading ever used. We give the conditions which are attached to the bill elsewhere in this issue. They are nothing more than can be enforced by law, but these rights are granted voluntarily by the Grand Trunk, and shippers will not have to bring suit to secure them. All roads should give a uniform bill of lading, and it should be at least as equitable as the form adopted by the Grand Trunk. When shippers demand it the carriers may grant it, but they will never do so before.

A NEW champion for the cause of the canals and cheap transportation of grain to the seaboard has appeared in the form of a weekly journal, known as the *Canal Defender*. It is published by M. DePuy & Co., at 19 Barclay street, New York, and will be sent to subscribers for \$1 per year. Capt. DePuy, as is well known to our readers, has long been an ardent advocate of the cause of the Erie Canal, and has worked hard to secure its improvement so that grain could be carried still cheaper. He will continue his good work through the medium of the *Canal Defender* and use it to advance the interests of the canal and secure its improvement, as well as to undermine the power of the Buffalo elevator-railroad pool. Western shippers are all interested in cheaper rates to the seaboard, and will welcome this new champion of the cause.

ONE of the handsomest trade publications of the season is the catalogue and price list for 1894 just issued by H. W. Caldwell & Son Company of 127-153 W. Washington street, Chicago. It is a condensed exponent of their business as general machinists and manufacturers of elevating, conveying and power transmitting machinery. Each of the 200 pages in the book contains a unique border representing the Caldwell specialties in miniature, the top showing a coupled shaft transmitting power, the sides two elevators, one a belt and the other a link belt, both carrying cups, and the bottom of the border being a Caldwell Conveyor. The name of H. W. Caldwell has for twenty years been identified with conveying and elevating machinery; and he was the first to make a really scientific application of the spiral principle which had been known since the days of Oliver Evans, but always utilized in a crude and unsatisfactory manner. The Caldwell Conveyor soon vindicated itself as a practical and mechanical appliance and is now everywhere known. We have not room for even a brief resume of the contents of this catalogue, but note in passing that some space is devoted to illustrating the Caldwell-Charter Gas Engine. Everything in the book is concisely described and priced. Grain men and others will find it an excellent book of reference. It contains a telegraphic code for use in emergencies. It will be sent to interested parties who will write for it.

ELEVATOR AND GRAIN INSURANCE IN IOWA.

We have sent the following letter of inquiry to Iowa elevator owners and received the replies which follow it:

Dear Sir:—In view of the fact that insurance companies have been trying to exact higher rates on elevator property in Iowa, and to insert an 80 per cent. clause in policies, so as to reduce their liability on grain in elevators, we are collecting facts regarding same, and opinions of elevator men as to changes proposed and needed, in order that readers of our journal may learn what is being done and what is desired. You will confer a favor upon elevator men by replying in full and by giving any additional information on the subject.

Are you carrying insurance with a stock company? If so, what rate are you paying, what kind of a house, what power, what surroundings and what protection against fire have you? How much has the rate been advanced and what changes have been made in the conditions of your policy? What features of your present policy do you consider onerous and unjust? What are your objections to placing your insurance with a mutual fire insurance company? Why cannot elevator men organize a mutual fire insurance company to insure only their own elevators and grain therein?

NO ADVANCE IN RATES.

Editor *American Elevator and Grain Trade*:—We have not been asked any higher rates for insurance on elevators in Iowa or on grain that we are holding in them. Our insurance is all placed in blanket policies, and we have no desire to make any change.

Yours truly, J. Q. ADAMS & Co.
Sioux City, Iowa.

WOULD SUPPORT A MUTUAL COMPANY.

Editor *American Elevator and Grain Trade*:—I am partly insured in joint stock companies and partly in mutuals. My rates are 1½ to 2 cents on frame elevator; horse power; no buildings near. We have water works protection against fire. The raise on rates is 15 to 25 per cent. I would be willing to place part of my insurance in a mutual company which insured only elevators and grain, provided it was well organized and run on business principles.

Yours, D. W. TEMPLETON.
Fairfield, Iowa.

SHOULD ORGANIZE A MUTUAL COMPANY.

Editor *American Elevator and Grain Trade*:—I am carrying insurance with the Underwriters' Fire Insurance Company of Sioux City. I am paying 3 per cent. per annum on a five years' policy. The policy is satisfactory. I have an iron covered building and use steam power. There are no other buildings within 100 feet, and there is no protection against fire.

I would be glad to place my insurance with a mutual fire insurance company, and I think elevator men should organize such a company.

Yours truly, GUY IRWIN.
Hornick, Iowa.

PAY \$1,200 ANNUALLY.

Editor *American Elevator and Grain Trade*:—We think a mutual insurance company gotten up in proper shape would be a good thing for good grain men. We insure with the stock companies, and pay 2½ to 3½ per cent. We pay out \$1,000 to \$1,200 per year at our three points. We have paid out nearly \$10,000 in premiums and have never yet had a \$1 loss.

There is a class of elevators and elevator men that, we think, should not be insured. We are of the opinion that a man or firm should be worth a stated amount above his property, and the amount of insurance governed by the amount his business represents.

Yours truly, JOHNSON, LANE & Co.
Hubbard, Iowa.

RATE ADVANCED 50 CENTS.

Editor *American Elevator and Grain Trade*:—The question of elevator and grain insurance is becoming one of importance to us. The matter of insurance is quite heavy and, we think, on our class of property, too much. We carry insurance in a stock company at a rate of 3½ on grain and building. Our building is frame and a brick engine house with metal roof, with a driveway between it and the main building. We use steam. The building is entirely detached, and is 75 feet from the main track of the railroad. We have no protection against fire, except a force pump and a one-inch hose.

Our rates were advanced 50 cents on this year's insurance, but we have not noticed any changes in our policy and do not think there are any as yet. We have no objections to a mutual company providing care would be taken in excluding poor buildings and poor moral risks. We are not conversant enough with

the faults of combining to insure our own property, but if the scheme would be worked to an end, we think there should be some benefits to be derived. As it is, the elevator and grain men generally fight each other to the bitter end instead of maintaining a friendly feeling. Hoping that a mutual company will be organized, we are

Yours truly, W. H. CHAMBERS & Co.
Hepburn, Iowa.

CANCELED ALL INSURANCE.

Editor *American Elevator and Grain Trade*:—I have had no insurance on either my elevator or contents here for over a year. I am carrying insurance on both building and contents of my elevator at Rodman. My elevator at this place is run by steam and the one at Rodman by horse power. Both are cheap frame buildings situated on the railroad right of way, and with the usual coal sheds and other warehouses adjacent to a depot. I have no protection from fire, as the city water works hose would not reach the house here, and at Rodman there is neither water nor a fire company.

I was paying 3 per cent. for insurance; that was raised and I canceled all insurance. I would have no objections to insuring in a mutual company, and I for one would favor a mutual company for elevator insurance the same as the millers. I think that the legislature of this state should do something to bring the old-line insurance trust to time; it is the most damnable trust in this land of trusts. I am

Yours truly, H. C. DARRAH.
Emmetsburg, Iowa.

THREE AND ONE-HALF PER CENT.; FAVORS MUTUAL INSURANCE.

Editor *American Elevator and Grain Trade*:—I have always carried insurance in old-line companies. I have usually paid 3 per cent. per annum, but the last year I paid 3½ per cent. My elevator is frame with steam power, brick engine room, metal roof. The nearest building is another horse power elevator about 40 feet away; the next nearest building is the depot, which is about 100 feet away. I have connection to hydrants.

I have often thought about mutual insurance companies, and would favor insurance of that kind. It certainly would be cheaper and just as safe and reliable as any other.

Yours, D. W. PATTON.
Manning, Iowa.

WOULD GIVE CHEAPER INSURANCE.

Editor *American Elevator and Grain Trade*:—Regarding insurance, we are paying a trifle over 1½ per cent. on our elevator and grain contained therein to a stock company, being insured against fire, lightning and tornado. Our elevator is located about 100 feet from the main line of the C., B. & Q. Railroad. It is a frame building 30 feet high, 40 feet long and 40 feet wide. It is run by a horse power and has a few wells of water near it which could be used in case of fire.

We do not know of any advance in the rate of insurance lately. Our ideas are that if a mutual company should be properly organized it would afford cheaper insurance than could be obtained from a stock company.

Yours truly, H. KURTZ & SON.
Greenfield, Iowa.

COULD ORGANIZE MUTUAL COMPANY; NOT INSURED.

Editor *American Elevator and Grain Trade*:—I am not carrying any insurance on my elevator at this place for the reason that insurance companies want to charge me 2½ for my risk and I think that I have as good or better risk than any plant on the road. I paid 1½ when I was in Illinois, but I then had no shelter or cleaner, which I have here. That, however, makes only an additional of ½ cent. I would like to carry insurance if I could get reasonable rates.

I have a frame house on good stone foundation; steam power, boiler 20 feet from the main house, and no surrounding buildings within 150 feet. There is a water plug within 500 feet, and in case of fire I can call the fire engine.

I have no objections to placing my risk with a mutual company, and I think that elevator men could organize a mutual company to insure their own elevators and grain against loss by fire or lightning.

Yours, R. A. FRAZIER.
Nevada, Iowa.

ELEVATOR

GRAIN NEWS

An elevator is wanted at Colfax, N. D.
 Towner, N. D., feels the need of an elevator.
 A new brewery is expected at Spokane, Wash.
 A new elevator will be erected at Hoytsville, Ohio.
 F. W. Bogner has built a new brewery at Alturas, Cal.
 M. Scheeley, grain dealer at Guide Rock, Neb., has sold out.
 Charles Zech, Lancaster, Pa., has built a new brewery.
 The new elevator at Galesburg, Ill., is ready for business.
 A great deal of grain is being handled at Ludington, Mich.
 Pioche, Nev., has a new brewery belonging to John Jochinson.
 H. V. Stuntz will engage in the grain business at Alta, Iowa.
 Edward Loy has gone into the grain business at Kernan, Ill.
 Grain men are doing a good business at Marshalltown, Iowa.
 There is considerable talk of a new grain elevator at Ladd, Ill.
 Jacob Hauss, St. Johns, Ohio, has gone into the grain business.
 J. Robinson is about to erect a large granary at Fremont, Minn.
 W. D. Foster at Table Grove, Ill., has engaged in the grain trade.
 The new elevator at Elkhorn, Neb., will be completed by May 1.
 J. B. Dague, dealer in grain and coal at Osceola, Iowa, has sold out.
 The farmers' elevator for Rushton, Minn., is still a project of the future.
 Straubel & Ebeling, millers and grain dealers, Oshkosh, Wis., have dissolved.
 Elevators at Denison, Iowa, are reported to be taking in a good deal of grain.
 The Forschner brewery at Waterville, Wash., is being enlarged and improved.
 A. Wandell, dealer in grain and hardware at Kansas City, Kan., has sold out.
 Frank Brown, ex-postmaster of Windsor, Ill., is now a grain buyer at Findlay, Ill.
 Nelson & Co., who have been doing a grain business at Bee, Neb., have dissolved.
 Gregg, Erwin & Co., grain commission merchants at Chicago, Ill., have dissolved.
 Eye & Coppess, dealers in grain and implements at Yarmouth, Iowa, have sold out.
 Sieman & Coons' elevator at Le Mars, Iowa, took in 200,000 bushels of grain last year.
 Geo. C. Bott, Tacoma, Wash., is considering the erection of a \$1,000,000 distillery.
 Atkins, Gore & Thurman, grain dealers at Denver, Colo., have dissolved partnership.
 Massner & Bird, grain dealers at Salt Lake City, Utah, have dissolved partnership.
 R. T. Kingsbury will shortly begin the erection of a grain warehouse at Fayette, Mo.
 The new stock company at White, S. D., made \$1,000 handling wheat on the last crop.
 It is reported that there will be another large elevator erected at South Brooklyn, Ohio.
 Furlow & Sanders are closing their elevator, and it will remain closed until harvest time.
 John Downing, grain dealer at Hawarden, Iowa, contemplates putting in a gas engine.
 The Soo Elevator which burned at Norway, N. D., will probably be rebuilt at that place.
 E. H. Schroeder has sold out his business of mill, grain, hardware, etc., at Elwood, Neb.
 Houston & Houston, grain and feed dealers at Gonzales, Texas, have dissolved partnership.
 The recent failure of Sheperd & Mikesell, grain buyers of Charlotte, Mich., is ascribed to a loss of

\$6,000 in shrinkage of wool values and the decreasing prices of other farm products.

Suit is brought against W. B. Furtran, grain commissioner of Galveston, Texas, for \$95.52.

W. S. Earnest of Dundee, N. Y., has succeeded the firm of Earnest & Hamner, grain dealers.

Cronenwett & Sons of Detroit, Mich., are doing a thriving business in flour, grain and seed.

Kanderslice & Miller have succeeded G. W. Miller, dealer in grain at Highland Station, Kan.

O. L. Farrar of Almon, Minn., contemplates the erection of a model granary this summer.

J. C. Bowles has two elevators in process of construction in the vicinity of Rockport, Ind.

H. H. Karsten of Holland, Mich., put in two hay presses and is again prepared for business.

B. F. Constant is going to build one of his new style elevators for Barnard & Son at Lokill, Ind.

Finch & Co., dealers in grain and hay at Nashville, Tenn., are succeeded by Finch, Smith & Co.

W. H. Atwood, dealer in hay and coal at Providence, R. I., is succeeded by Jas. E. McHale.

The big elevator at Argentine, Kan., has resumed operation after an idleness of several months.

Charles Voris has bought the interest of W. B. Wallace in the grain elevator at Windsor, Ill.

S. W. Porterfield expects to remodel his elevator at St. Joseph, Ill., as soon as the weather permits.

Geo. N. Ames, Burwell, Neb., miller and grain dealer, has been succeeded by a stock company.

W. H. Magoon has severed his connection with the B. C. Beach & Co. grain firm of Champaign, Ill.

J. H. Lafreniere & Co., flour and grain merchants of Montreal, are reported to be in financial straits.

J. B. O. Archambault, grain dealer at Montreal, Can., has assigned, with liabilities at about \$21,000.

The Hohnquist Grain and Lumber Company of Bancroft, Neb., has been succeeded by E. M. Bringe.

Ed. Horth, grain dealer at Centralia, Kan., reports that trade in that town has been phenomenally large.

Mr. John Fischer, formerly of Bloomington, Ill., is now located at Joliet in the grain brokerage business.

O'Byrne & Stallings of Ferrell, Texas, have been succeeded by the Wroten Grain & Lumber Company.

The Winona Elevator Company of Winona, Minn., have begun work on their new elevator at that place.

A. H. Richner has been awarded the contract for building an elevator for Mrs. M. E. Culver at Culver, Ind.

Robins & Nordman, Oshkosh, Wis., dealers in hay, agricultural implements, etc., have dissolved partnership.

Luther Allpress, carrying on a hay and feed business at Sterling, Ill., has suspended business for a time.

Joseph E. Roelkey, Harmony Grove, Md., whose grain elevator was burned some time ago, expects to rebuild.

B. S. Constant, Oxford, Ind., is drawing plans for the elevator which it is his intention to build this summer.

Elmer E. Tyson has taken charge of the grain, feed and coal department of the Miller warehouse at Red Lion, Pa.

The L. T. Soule Elevator Company, Minneapolis, Minn., has changed its name to the Standard Elevator Company.

Sioux City, Iowa, is reaching for a glucose factory, which will employ 1,000 men and use 30,000 bushels of corn daily.

Warner & Guffin of Paw Paw, Ill., have purchased and placed in their elevator mill machinery and will grind grists.

C. M. Jones runs the elevator at Kenton, Ohio, located adjacent to the Pittsburg road, and is doing a good business.

J. W. Winkler, at one time in the grain business at Eldora, Iowa, has now a live stock commission business at Chicago.

The letting of the contract for the Freeman Mill Elevator at West Superior, Wis., has been postponed for a few weeks.

Geo. W. Corey, in the grain and coal business at Ft. Dodge, Iowa, has been succeeded by Silas W. Corey of Lehigh.

The grain elevator to be built by the firms of Coon & Co. and Churchill & Co. at Toledo, Ohio, is to be entirely of steel.

Hon. J. F. Cartwright is about to build a large elevator at Davison, Mich., which will be of at least 30,000 bushels' capacity. A gasoline engine will be

employed for power, and it will have all the latest devices for rapid and efficient handling of grain.

The large May Wheat Drier erected at Davenport, Wash., is now in full operation drying wheat at 5 cents per bushel.

Jas. M. Gagan, Grand Forks, N. D., has purchased the wheat damaged by the burning of Brooks Bros' elevator at Ojata.

Scudder & Blakemore, one of the largest grain handling firms of Shelbyville, Tenn., have moved into the Warren warehouse.

The Metcalf-McDonald Company, Chicago, is building the new elevator for the Alliance Milling Company of Denton, Texas.

The Mohlenbrock Milling Company of Campbell Hill, Ill., intends to erect a 60,000-bushel elevator in connection with its mill.

Receiver Brown of the Barclay-Kirk Company has sold an undivided half interest in the Farmers' elevator at Fergus Falls, Minn.

Glasgow & McLean, Davenport, Wash., are operating an improved wheat drier with which they are handling 400 bushels daily.

An anti-trust distillery is being erected at Peoria, Ill., by Samuel Woolner. It will have a capacity of 8,000 bushels of grain a day.

The Ann Arbor Milling Company, Ann Arbor, Mich., has rented the grain elevator at East Cohotah and has commenced business.

The Fisher Mill & Elevator Company, Grand Forks, N. D., will incorporate as the Farmers' Milling Company and operate a mill only.

A new elevator is to be erected at Oakland, Ill. The material of an old mill which has been torn down is to be used in building.

The elevator at Delta, Mich., has started up for the season with the job of cleaning 300,000 bushels of wheat before it can be shipped.

At an advertised sale of the E. R. Smith & Co. mill and elevator at Le Sueur, Minn., only two bids were received, and they were rejected.

Herman T. T. Hacht, dealer in hay, grain, wood and coal, has failed. Liabilities, \$2,112.60; assets, personal property valued at \$587.

The grain elevator of Wisley Council, Williams-ville, Ill., which has been closed for repairs for several weeks, will soon resume business.

The John E. Hall Commission Company, Limited, grain merchants at New Orleans, are completing arrangements for an office at St. Louis, Mo.

Stevens & Carroll of Ragan, Neb., have placed in their elevator an automatic grain scale, purchased from the Chicago Automatic Scale Company.

Richmond Rochester, Superior, Wis., intends to open a grain commission office in the Board of Trade building under the firm name of Rochester & Co.

The grain properties of Russell, Dohnan & Co., Kokomo, Ind., with several elevators scattered over the state, were sold recently to a Toledo syndicate.

The owners of the roller mill at Randolph, Neb., being crowded for storage room, will build a grain warehouse with a capacity of 5,000 to 7,000 bushels.

The suit filed in county court at Grand Island, Ind., by the Wilson Grain Company vs. the Grand Island Mill & Elevator Company was settled and dismissed.

A second application has been made before Chief Justice Taylor for an order to wind up the affairs of the Rapid City Elevator Company, Rapid City, Manitoba.

Preparations are being made for enlarging the marine elevator at Buffalo, N. Y. It will be owned by a stock company and the improvements will amount to \$175,000.

J. B. Hannaford, Trivoli, Ill., implement and grain dealer, has taken Mr. Harding as partner, and they will do business under the name of Hannaford & Harding.

Grain merchants of Armstrong, Iowa, have shipped from that point during the past six months over 8,000 bushels of flax, in addition to heavy shipments of oats and corn.

The Palouse Elevator Company has been incorporated at Palouse, Wash., with a capital stock of \$12,000. Incorporators, A. F. Keys, C. C. Stevens and Swan Olsen.

The project to organize a grain and produce company at Melrose, Minn., which had been well under way, has been entirely abandoned, lack of confidence of success being the cause.

The warehouses of A. D. Starr & Co. at Port Caster, Cal., have been leased to Geo. W. McNear & Co. for twelve months at a rental of \$2,000 per month, with the option of purchase at the expiration of the year.

These warehouses have a capacity of 100,000 tons of wheat. The future of the firm of Starr & Co. is uncertain, but it is thought by many grain men that they will retire.

The Missouri Grain & Commission Company has been incorporated at St. Louis, Mo., with a capital stock of \$50,000. Incorporators, John W. Sharpe, R. J. Winn and F. R. Schmidt.

Bradly, S. D., has an enterprising elevator company with Mr. Mathewson at its head, whose lively business is demonstrative of the growing importance of that point as a grain market.

The annual meeting of the Montreal Elevating Company was held recently, at which the board of directors was re-elected. The company intends to provide increased elevating facilities at that port.

A thousand dollars was collected on the Winnipeg Board of Trade recently for the amelioration of the starving poor in the Northwest, whose condition was made worse by the lack of grain deliveries.

In the suit of Hanson versus the Union Elevator Company of Minneapolis, Minn., the jury rendered a verdict for the defendant. The plaintiff sued for \$10,000 damages for personal injuries received.

Two checks of Sneath & Cunningham, elevator men at Tiffin, Ohio, were forged by a stranger recently. The checks were exchanged for groceries and a pair of cheap shoes, the forger receiving about \$10 in change.

Markwald & Buchanan have been incorporated at Chicago, Ill., to carry on a grain and commission business. Capital stock \$10,000; incorporators, Ernest Markwald, Fydenhan Percy Buchanan and Randolph Henry Miller.

C. E. Lathrop, a grain dealer at Atchison, Kan., has sued the Burlington & Missouri River road to cover extra switching charges made for alleged switching services contrary to the order of the State Board of Railroad Commissioners.

The firm of Murray, Wheeler & Co., commission merchants of New York City, have dissolved partnership, and a new firm, under the name of Miller, Bertholf & Wheeler, will carry on the business of grain, hay, straw, etc., at Jersey City, N. J.

Carrington, Hanna & Co., proprietors of grain elevators along the line of the Three I's Railroad, are greatly improving the elevator at Mokena, Ill. They intend to increase their grain business at that point, which is in charge of Mr. J. J. Kirby.

The Seckner Contracting Company have a new elevator in process of construction at Chicago, Ill., at Forty-sixth street and the Wabash Railroad tracks. The elevator is being built for Frank Marshall, and is the second being built by Mr. Marshall within the last year.

The Anchor Grain Company has been incorporated at Superior, Wis., to do a general grain commission and storage business. Incorporators: Wm. J. Price, Sydney E. Stubb and Chas. D. Conkey. Capital stock \$10,000. They may build an elevator at a cost of \$30,000.

Farmers in the vicinity of Lake City, Minn., are contemplating the purchase of an elevator in which they can store their grain and ship at their convenience. It is proposed that each party interested shall have a bin for his own use. The number of subscribers will be limited to about twenty.

The directors of the Grange Company of Modesto, Cal., recently decided to cut storage rates about 15 cents in all the company's warehouses. This is done to lighten the farmers' burdens somewhat, and in view of the fact that there is no prospect of material improvement in the prevailing low prices of wheat within the year.

The Buerger-Reinig Company, grain and hay merchants at Fond du Lac, Wis., has been dissolved. Mr. Andrew Buerger having sold his interest in the company to Charles Rueping and Fred Rueping, Jr. The firm will be reorganized under the style of the Fond du Lac Malt and Grain Company, and will handle barley, oats, hay, wood and coal.

J. Clark and others have brought suit in the name of the state of Minnesota against J. M. Bartlett, Wm. Johnson, J. T. Moore, C. A. Gilbert, Chas. Needham, Eric Sevastson and Chas. Kittleson, who are incorporated under the name of the Gilbert Grain Company, at Kasota, Minn. During the past two years that company has operated an elevator and warehouse at Ottawa, La Sueur county, Minn. Suits are brought to recover value of wheat stored by them with said company, which is said to amount to about 12,000 bushels.

D. Rich & Co. of New York have filed a suit in the Superior Court against George W. McNear, the California grain merchant, to recover \$200,000, a commission for the sale of McNear's Port Costa holdings. D. Rich & Co. were engaged to dispose of the business of Mr. McNear at Port Costa for \$1,200,000, Rich & Co. to net \$200,000 commission by the transaction. McNear claimed that the average profits during the last three years were, from warehouses and docks, \$60,000; commissions and sales, over \$100,000; rents

and water tolls, \$25,000. On these representations D. Rich & Co. found a London syndicate which was willing to buy. The syndicate put investigators to work, and the representations proving false, it withdrew. The claim of Rich & Co. is that the success of the sale depended on the truth of the representations of McNear. They state that he knowingly deceived them.

N. J. Forbes, receiver of the Northern Pacific Elevator Company at Duluth, Minn., has applied to the court at St. Paul for an order directing the division among secured creditors of \$325,000, which is in his hands. These creditors are largely Eastern banks, which hold receipts issued by the company before it went into the hands of the receivers, and for which there is no wheat. Fraudulent certificates of grain amounting to about 1,000,000 bushels were issued, and the money now on hand will pay a dividend of about 33 per cent.

Walter Stokes of Memphis, Tenn., has instituted suit against J. A. Murphy & Co., stock brokers of Chicago. Plaintiff was a customer of the Tennessee Brokerage Association which operated with J. A. Murphy & Co., the defendants, and claims to have lost \$76,000. He sues to recover \$228,000, half of which is for the benefit of Cook county, the statutes of the state providing that if any suit shall involve a gambling transaction the plaintiff shall sue for treble the amount lost and that half of the loss, if recovered, shall be paid to the county.

The A. L. Falgatter Elevator Company of Minneapolis have transferred their system of elevators on the C. & N. W. Railroad to the Marfield Elevator Company of Winona, Minn. The deal includes 13 elevators situated at Ireton, Iowa, Dolin, Wakonda, Hurley, Parker, Lamoreaux, Tanisota, Salem, Canova, St. Mary's, Vilas, Carthage and Esmond, all in South Dakota, and also a large feed mill and clearing elevator at Parker, and three other elevators elsewhere. The purchasers will take possession July 1. The offices will remain at Winona.

City Treasurer Haugan has brought suit against G. F. Sunwall of the Central Elevator Company of Minneapolis, Minn., to recover \$2,300 on a note held by the American Exchange Bank, which was among the assets turned over to Haugan by Cashier Nelson a few days before the bank failed last summer. Mr. Sunwall claims that the deposit of the city's funds in the American Exchange was illegal, the bank not being a designated depository for the city's funds, and not having filed a bond to indemnify the city in case of loss; also, that there was a secret understanding between Mr. Haugan and the bank cashier that the treasurer was to receive interest from the bank for the use of the money. A third claim is, that at the time the bank suspended Mr. Sunwall had \$850 on deposit which was not credited on the note.

SEED EXPORTS.

According to the report of the Bureau of Statistics seeds valued at \$615,955 were exported in February, against an amount valued at \$168,937 exported during February, 1893; and during the eight months ending with February seeds valued at \$7,382,832 were exported, against an amount valued at \$3,222,344 exported during the corresponding months preceding.

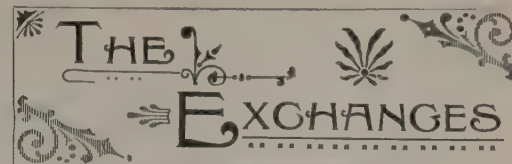
Clover seed aggregating 5,303,338 pounds was exported in February, against 575,194 pounds during February, 1893; and during the eight months ending with February 42,510,881 pounds, valued at \$4,266,273, were exported, against 7,350,723 pounds, valued at \$874,394, exported during the corresponding months ending with February, 1893.

Cotton seed amounting to 2,320,570 pounds were exported during February, against 447,540 pounds exported during February, 1893; and during the eight months ending with February 5,275,576 pounds, valued at \$40,453, were exported, against 3,597,632 pounds, valued at \$26,754, exported during the eight months ending with February, 1893.

Flaxseed amounting to 586 bushels was exported in February, against 7,083 bushels exported during February, 1893; and during the eight months ending with February 2,047,815 bushels, valued at \$2,426,253, were exported, against 1,623,090 bushels, valued at \$1,945,572, exported during the eight months ending with February, 1893.

Timothy seed aggregating 619,256 pounds was exported in February, against 738,935 pounds in February preceding; and during the eight months ending with February 5,914,352 pounds, valued at \$260,171, was exported, against 2,942,747 pounds, valued at \$158,801, exported during the eight months ending with February preceding.

A South Dakota farmer is credited with the following money-making scheme. Farmers have been given an excellent opportunity to think on the mutability of high prices lately, and this scheme is probably the result of profound cogitation: Since wheat is now selling for less than the cost of production, why not buy as many bushels as you expect to make next year and hold it until October? Plant instead of wheat corn, oats, potatoes, etc., and you will have your wheat without any of the uncertainties of a growing crop.



Chicago Board of Trade memberships are held at \$800.

Tickets of membership to the New York Produce Exchange are held at \$525.

The Board of Trade of Duluth began work at the excavation for the foundation of their \$300,000 building on First street March 20.

We have received a copy of the annual report of the Board of Trade of Detroit, Mich., from George M. Lane, secretary of that institution.

There is now a membership of 508 in the Chicago Board of Trade Life Insurance Company Association. The executive committee in its recent report said the outlook was encouraging.

At a meeting of the Board of Trade of Chicago April 10 Counselman's Elevator "C" at South Chicago was made a regular warehouse for the storage of grain. It has a capacity of 1,600,000 bushels.

We are indebted to Wm. Thurstone, secretary of the Merchants' Exchange, Buffalo, N. Y., for a copy of the annual report of the Buffalo Merchants' Exchange, including general matter relative to the grain trade and commerce of the city of Buffalo.

A compromise is said to have at last been effected in the long standing case of the Minneapolis Chamber of Commerce against the C. & N. W., the C. M. & St. P., the Omaha and the Great Northern Railways in the matter of the alleged discrimination against Minneapolis in grain and flour rates.

At a recent meeting of the Chicago Board of Trade an amendment to the rules was acted upon making receipts on grain stored in regular warehouses good for six months instead of sixty days after such houses have ceased to be classed as regular. The amendment was carried by a vote of 384 to 15, the antagonism being comparatively slight.

At a meeting of the Minneapolis Chamber of Commerce April 2 an agitation was put afoot in opposition to the passage of the Hatch Anti-Option Bill. Resolutions to the effect that the bill would be ruinous to the grain trade of the Northwest and would affect the farmer and producer, as well as the dealer, were presented and unanimously adopted.

The movement is on foot at the Chicago Board of Trade to assess members \$10 each for the purpose of creating a fund to be used in buying up floating memberships and taking them off the market, which will result, it is believed, in enhancing the value of certificates. The purchase applies to such memberships as are not actively represented in the business of the Board.

The Board of Trade of West Superior, Wis., has been discussing the advisability of admitting wheat free from Western Canada. A resolution, which seemed to be favored by millers, was presented asking Congress to repeal the duties on wheat produced in the Canadian west, and that the Wilson bill be altered on this question. Action was deferred until further consideration.

In the May wheat deal which is being carried on at the San Francisco Chamber of Commerce by McGlauffin & Co., prices jumped from \$1.10 to \$1.15½. The directors became alarmed at the extent of the bulls' transactions and ruled that the values for marginal purposes be fixed at \$1.05 per cental instead of \$1.10. The association failed to sustain the directors. By a legal decision, however, power to fix a marginal value was accorded to the directors.

A party representing the new Board of Trade at Superior, Wis., visited Minneapolis recently to look up points incident to the handling of an Exchange. The party consisted of R. M. Todd, president of the new board; L. R. Hurd and A. Ruyter, directors, and J. J. Atkinson, secretary; E. C. Kennedy, mayor of Superior, and Walter Fowler, vice-president of the First National Bank. Messrs. Todd, Hurd and Ruyter are prominent millers at the head of the lake.

The report of the secretary of agriculture in reply to the resolution of Senator Pettigrew calling for a statement of visible and invisible supply of wheat was submitted to the Senate April 4. The total supply on March 1, 1893, he states, was 610,000,000 bushels. Exports from March 1, 1893, to March 1, 1894, consumption from March 1, 1893, to March 1, 1894, amount in farmers' hands March 1, 1893, and visible supply March 1, 1894, he states, amounted to 729,000,000 bushels, which he gave as the total amount distributed and available for distribution. The apparent discrepancy is 119,000,000 bushels. The supply on hand March 1, 1894, he says, was 190,000,000. The probable consumption from March 1 to July 1, 1894, he puts at 121,000,000 bushels, leaving 69,000,000 bushels available for exportation from March 1 to July 1, 1894.

PRESS COMMENT.

MUST REDUCE WHEAT PRODUCTION.

There must be a reduction of wheat production somewhere if prices are to come back to figures that afford a fair profit. Those who attach much importance to silver, increased currency, transportation exactions, speculation or other incidents must come back to the fact that in this and other great producing countries there has been an expansion in the great bread element far in excess of the growth of consumption.—*Northwestern Farmer*.

COMMISSION MEN SHOULD ORGANIZE.

One of the banes of the hay business has been and always will be to some extent, the irresponsible and oft-times dishonest commission house. It would be almost impossible to drive the scamp entirely out of the business, but the reliable and honest firms, by organization or other safe-guard for mutual protection can make his lot so unpleasant and unprofitable that the one who remains will not impose upon the hay shippers to any extent.—*Hay There*.

INFLUENCE OF GOVERNMENT CROP REPORTS.

The time was when American official reports had some influence all over the world. It is not so now. Two and three years ago Europe took account of these official reports, and grain dealers in Europe laid in their supplies accordingly. Our government reports were so far wrong that little less than one half the capital of all the grain dealers in Europe was sunk by the error. Now the official report has very little, if any, effect upon prices.—*Market Record*.

THE BILL OF LADING CONTEST.

The issue by the Chicago & Grand Trunk Railway of a bill of lading without other conditions than those imposed by common law marks the beginning of the end of the contest concerning bills of lading which has waged so fiercely during the past three years. That the form adopted by this road will be the one finally settled upon as the best for all roads and conditions of traffic is not probable. The settlement of the question will be found somewhere between the two extremes, the uniform bill of lading on the one hand and the simple form of the Grand Trunk on the other marking the points of departure.—*Railway Review*.

LIGHTNING CHANGES IN FREIGHT RATES.

To get down to business and put the man who pays the freight in a position to know how much he would be called upon to pay for a given period of time, and give him a chance for his life, it would be well (inasmuch as hay cannot be moved rapidly) to ask the railroads to fix a rate dating from the 1st of May or some other appropriate time, for a period of at least six months, and to give at least sixty days notice of any proposed changes. By so doing the hay shippers would cease to be troublesome, as they would be given an opportunity to adjust their purchases to the circumstances, and not live in constant fear of the lightning changes that have taken place of late, which in some cases were as many as three in as many weeks.—*Hay Trade Journal*.

WESTERN AND SEABOARD PRICES FOR GRAIN.

Since the advent of the late upward turn, Western wheat prices have grown more and more out of line with seaboard and English markets. But this relative condition of prices has been the rule more or less for years. Excepting during the panic of last summer, when wheat was a drug everywhere, we challenge any man to point to a week when Western prices were not above a parity with the seaboard and foreign markets, and here is the lesson for Farmer Hatch and his friends. The system of active trading on the exchanges, buying and selling, and selling and buying, has preserved this condition. Short selling has not depressed the price. In point of fact it has frequently prevented serious breaks by the necessity of covering their short sales.—*Toledo Market Report*.

THE HATCH ANTI-OPTION BILL.

If it was intended to abolish illegitimate speculation it would have the indorsement of all the leading commercial organizations in the United States, and a great majority of the merchants in all departments of trade. It is claimed that the chief object of the measure is to benefit the producing classes, but the fact that one of the leading millers of this country has been called to Washington—one who is supposed to be very anxious to remove all competition for the purchase of wheat from first hands, and whose business is to a certain extent controlled by foreign capital—to approve of the measure, the *bona fide* object of the bill may be surmised. If the farmers of this country are compelled to accept such terms as a

"milling trust" is willing to offer, they will soon realize that between this combination—with the speculative trade removed—and the demand for the foreign markets—possibly buyers inside the combination—wheat raising will prove very unprofitable in the United States.—*Trade Bulletin*.

GRAIN TRANSFER CHARGES AT BUFFALO.

In 1888 a law was enacted to reduce and fix a maximum charge for elevating and trimming grain intended for shipment by the Erie Canal, and notwithstanding all the courts, even to the Supreme Court of the United States, have upheld the constitutionality of the law, yet the railroads, through their control of the Buffalo elevators, continue to make canal grain pay twenty-four times the cost of handling—precisely the same as they did before its enactment.—*Canal Defender*.

LA PLATA WHEAT IN LONDON.

It is astonishing that there should be so much divergence of opinion among millers in respect to La Plata wheat, of which the supply will be so extensive in the next few months, largely by sailing vessels, many of which are of a handy size, viz., 3,000 to 4,000 quarters, and will therefore find their way to ports which are unable to take in the bulky steamers, in which most other sorts of wheat are carried. There is no doubt that La Plata wheat is not sufficiently well known to be appreciated. That it will be a useful wheat for flavor in this season of scarcity of home-grown wheat is undeniable, and I advise those millers who have not yet tried these wheats to do so; they will find them a much more serviceable article at their present price than Indian wheat.—*Millers' Gazette, London*.

WATERWAYS

The first of Toledo's winter grain fleet sailed March 23 for Buffalo.

The earliest grain arrival ever recorded at Erie, Minn., was delivered March 30 this year.

The New York Senate has passed a bill appropriating \$300,000 for the improvement of the Erie Canal.

The ice in the Missouri and James Rivers has moved out with the lowest stage of water known for a quarter of a century.

The Illinois and Michigan Canal was opened for navigation from Chicago to La Salle April 1. Boats are allowed to draw 4 feet 8 inches.

Contracts have been made at Duluth for shipments of 1,500,000 bushels of wheat by lake. Last year Duluth shipped 10,000,000 bushels within a month after navigation opened.

Propeller Barnum, one of the first of the grain-laden vessels to leave Chicago for Buffalo, carrying 52,000 bushels of corn, struck floating ice in the Mackinaw Straits and went down.

The shipments of grain from Chicago by lake for the first week of navigation ending April 7 were larger than for any first week in April in the history of lake business, the number of bushels being 4,124,639, shipped in 62 cargoes.

While trying to force a passage through the Straits of Mackinac the steamer Minneapolis, loaded with 48,577 bushels of wheat, went down. The shipment was made by A. C. Buel, and was part of the Chicago grain fleet which sailed April 1. Insured for \$30,687.

The ship Undaunted scraped a bar at the entrance of the Golden Gate, March 20, as she was leaving for Queenstown. She was chartered by Baldwin, Girvin & Eyre, San Francisco, and had 2,400 tons of wheat aboard. She sprang a serious leak, but was rescued and towed back to harbor.

The Chamber of Commerce of St. Paul has again indorsed the proposed ship canal from Lake Superior to the Mississippi River, and called on the northwestern states to rally to the support of what will be of great benefit to contractors, but never of benefit to shippers. It is a wild scheme.

The Chamber of Commerce of Toledo has appointed a committee to investigate the feasibility of a ship canal from Lake Michigan to that city, which will shorten the distance from the West 700 miles. The committee will endeavor to demonstrate that the proposed enterprise would be a profitable investment.

It is reported that the Welland and St. Lawrence Canals will be open for navigation April 23. Considerable indignation was felt (and expressed) at the decision of the Department of Railways and Canals to close down the old Welland Canal for purposes of navigation, and a strong delegation was appointed at St. Catharines to go to Ottawa with a protest. The

department decided as a compromise that any vessel wishing to reach any point on the Welland Canal between Port Dalhousie and Thorold could have full freedom to do so.

The Toronto Aqueduct Company has secured a franchise which, subject to certain conditions, provides that the company shall within ten years construct a ship canal from Lake Ontario to Georgian Bay, and that on this undertaking work shall be commenced within six months after date of incorporation.

The Cataract General Electric Company of Niagara Falls intends to use electricity as a motive power on the Erie Canal. It is provided that the company shall not charge for the use of such power by the canal boatmen at a rate exceeding \$20 per electrical horse power for each season of navigation, and the rate will be even lower than that, it is said.

Shareholders representing 722,000 shares in the Panama Canal enterprise met in Paris and resolved to intrust to a syndicate of five the founding of a new company to complete the canal. They will provide a first subscription of 20,000,000 francs, this to be subscribed proportionately, and the share of the existing committee to be deducted from the assets distributable among them.

The first grain fleet set sail from the port of Chicago April 1. There was over 7,000,000 bushels of corn and about 1,500,000 bushels of wheat, all consigned to Buffalo in vessels waiting to sail, but the vesselmen did everything in their power to hold the vessels over until May on account of the tremendous stock of coal both afloat and at the Western ports. The return cargoes from Buffalo are few.

There is a project on foot to build a steamboat canal connecting the Ohio River with the lakes. A bill will shortly be introduced in Congress to appropriate \$110,000 to construct a lock and dam at Ellis Station. If this scheme is carried out the Muskingum River will be made navigable for large steamboats as far as Dresden, Ohio, at which point direct communication is made with the Ohio Canal, whence Cleveland can be reached.

The project to connect Lake Washington with Puget Sound, near Seattle, Wash., with a canal is still a matter of argument. The government plan is a circuitous route following natural depressions, while a plan for a more direct route is advanced by ex-Governor Semple of Seattle. The canal following Mr. Semple's route would run through tide lands with a width of 800 feet for a distance of 6,150 feet, thence with a width of 300 feet for a further distance of 5,750 feet. At this point the canal proper commences and runs to the lake with a width at the bottom of about 80 feet. The project is now before Congress for appropriation.

Representative Jerry Simpson is preparing a joint resolution which he will soon submit to Congress proposing an international commission between the United States and Canada with a view to their co-operation in a system of canals and waterways connecting the great lakes with the Atlantic Ocean. It is proposed to cut a waterway from Georgian Bay on the east shore of Lake Huron through to Lake Ontario, the cut to be made via Lake Simcoe and other small lakes, making the actual cut not more than 100 miles. This canal would save 800 miles of the present route through the St. Clair and Detroit Rivers, and would make almost a bee line from the upper lakes to the St. Lawrence, and thence to the ocean. The great grain regions of the far Northwest would thus have a direct water route to the ocean instead of a circuitous lake route to Buffalo and transshipment there by rail to the seaboard.

HAY IMPORTS AND EXPORTS.

Hay aggregating 9,339 tons, valued at \$81,352, was imported during February according to the last report of the Bureau of Statistics, against 9,070 tons, valued at \$79,618, imported during the February preceding; and during the eight months ending with February 49,429 tons, valued at \$442,733, were imported, against 55,344 tons, valued at \$505,955, imported during the eight months ending with February preceding.

Of imported hay we exported 37 tons, valued at \$336, during February, against none exported in February, 1893; and during the eight months ending with February 229 tons, valued at \$2,026, were exported, against none exported during the corresponding months ending with February, 1893.

We exported 5,962 tons of domestic hay, valued at \$95,526, in February, against 3,221 tons, valued at \$45,953, in February, 1893; and during the eight months ending with February 35,746 tons, valued at \$584,523, were exported, against 23,454 tons, valued at \$373,366, exported during the corresponding months ending February, 1893.

The dealers on the Exchanges of this country have bought of the farmers and carried through the winter, according to *Bradstreet*, 100,000,000 bushels of wheat which the consumptive demand would not take without further and great depression in price.

CROP : CONDITIONS.

OHIO, RAVENNA, PORTAGE CO.—There is a good deal of wheat on hand here yet, and large quantities are being ground for feed. TROTTER & GAMBLE.

ALABAMA, NEW MARKET, MADISON CO., April 7.—More wheat was planted last fall in this county than ever before, and it is looking fine. The crop of last season was of very good quality. CHARLES BEATLEY.

MISSOURI, SEDALIA, PETTIS CO.—Millions of chinch bugs are said to have made their appearance in this county. A farmer who lives seven miles east of Sedalia reports that his farm was taken possession of by the pests, and he says that he fears vast damage will be done the growing crops if the heavy rains do not drown them. J. A. POLLARD.

WASHINGTON, ASOTIN, April 4.—Winter wheat came through with no reported damage, but a smaller acreage has been sown. The spring is very late, but a full acreage of spring wheat will be sown, as the prospect for a good crop season was never better. Rain and snow fall have been very heavy during the winter, while the temperature has been mild and even. A very large percentage of wheat raised last year has been fed to cattle and hogs, and stall-fed cattle and fat hogs are now a drug on the market. Farmers are becoming convinced that there is an over-production of wheat, and numerous schemes for diversified farming are being inaugurated.

CALIFORNIA.—Rain is certainly needed in parts of the state, but those who are not producers can look calmly upon the situation, even taken at its worst, as, thanks to the Call Board, a very large percentage of the exportable wheat surplus of 1893 is still on hand. There will be no starvation prices this year, even if there should be a complete crop failure. In places the crop looks well, and, except in extreme south and patches in the San Joaquin, cool weather and—or slight rains later will, in all probability, bring wheat up to a point that will yield the usual million tons, taking the state as a whole. The outlook is therefore far from discouraging.

MISSOURI.—Secretary J. K. Rippey of the Missouri State Board of Agriculture says, in a report of the crop prospects, that wheat was injured by the freeze to the extent of 25 per cent. Little was killed, but the young growth was frozen to the ground and the plant is materially injured. As to oats, the acreage, compared with 1893, had increased 4 per cent. In some parts of North Missouri seeding commenced just prior to the freeze, and as the grain still remained dry and unspouted, is uninjured, but throughout the state 50 per cent. of the crop had been sown long enough to be up, and at least 90 per cent. of the crop in this condition was killed outright. Clover suffered materially, much of it was killed and the ground has been seeded again. Spring plowing is further advanced than usual, showing an increase of 5 per cent. over average years.

KANSAS.—The Kansas Board of Agriculture reports that on account of the failure of seed to germinate, owing to insufficient rain, 14 per cent. of the wheat acreage will be plowed up for other crops. Deducting this 14 per cent. there is left 4,000,000 acres of wheat, and its condition is 75.5 per cent. of a good average. It is thought this will improve. The rye acreage is 75 per cent. as large as one year ago, and its condition is 82.5 per cent. of a good average. The quantity of wheat in the hands of farmers as estimated by themselves is about 5,827,000 bushels, or 51.5 per cent. of the quantity reported one year before, and of corn 19,465,000 bushels, or 52 per cent. of the stock on hand one year ago. Live stock is reported uniformly healthy. Horses have increased somewhat—from 1 to 3 per cent., milk cows and other cattle are less by 9 and 12 per cent., respectively; swine by 7 per cent., and sheep 20 per cent. Corn acreage will be 13 to 15 per cent. greater than that given in March of that year, and from 2 to 5 per cent. greater than the increase acreage later. Tame grasses are in fine condition. Alfalfa is more than doubled in acreage. The season is from ten to twenty days more advanced than usual.

ILLINOIS.—The crop bulletin issued by the Illinois Weather Service, April 10, says: The weather conditions from March 1 to 24 were unusually favorable for farm work, and considerable progress was made in planting and seeding. Oats seeding had been almost completed and in many sections were up and looking well. Wheat also was reported in fine condition up to that time, having come through the winter in good shape. Crops were never in a more promising condition, until the severe cold wave of the 25th and 26th, which caused serious damage to all the growing crops. At the present time the reports conflict as to the damage to wheat. This crop has been damaged, but to what extent it is too early to tell. The most discouraging reports came from Schuyler, Calhoun, Knox, Gallatin and McDonough counties. Some correspondents report the wheat that was jointed is killed, and in some sections it is turning yellow. The dry high winds of the last week affected the crop injuriously. In the central and southern counties oats

are reported damaged and a large acreage has been re-sown; in the northern counties the damage does not appear to be so great. Rye is reported in good condition. From 40 to 90 per cent. of the young clover is reported killed. The ground is generally reported in good condition and plowing for corn is being pushed.

MICHIGAN.—Secretary of State Gardner issued the monthly crop report April 9. He says that, as usual, wheat on the summit and west side of hills and on clay and undrained lands has been somewhat injured, but as a whole the crop has wintered well. Correspondents report the condition of the crop in the state at 90 per cent. Last year the condition at this time of the year was 84 per cent. The total number of bushels of wheat reported marketed by farmers in March was 1,137,557, and in the eight months ending March 1, 11,423,596, or 106,674 bushels less than in the same months last year. The average condition of clover meadows in the state is 82 per cent.

IOWA.—The first report of the Iowa Crop Service, issued April 10, says: Farming operations were begun three weeks earlier than the average of recent years, and in the central and southern districts more than half the usual amount of small grain was sown before March 20. The last week in March brought wintry blizzards and temperature close to zero in all parts of the state. It was the coldest weather recorded in Iowa in the last ten days of March. This sudden reversal of weather conditions was damaging to all spring grain that had reached the germinating stage, necessitating the reseeded of oats over a considerable area. Winter wheat also suffered quite severely, but as the acreage of that crop is quite small the loss will not be appreciable. The last week was generally favorable for farm work, and good progress has been made in seeding and plowing for corn. The temperature and sunshine were seasonable, the soil was in excellent condition for working, and the copious and general showers brought the much needed moisture. The season is about a week earlier than the average, and the general crop outlook is much better than it was in the latter half of April in the last two years.

MINNESOTA.—Director Beals of the Federal Agricultural Department, Minneapolis, Minn., April 10, issued his weekly report on the crop outlook in the state: The weather conditions during the week ending Monday night on the whole were quite favorable throughout the state for farm work until Saturday, when a severe snowstorm began in the northern portion, which gradually spread throughout the southern sections by Sunday morning. This storm, while damaging, to some extent, winter wheat, rye and a portion of the March sown spring wheat, will, with the further exception of delaying progress in seeding for a few days, have a beneficial effect upon the general results. Along the Minnesota Valley and south the temperature averaged just above normal, with considerable freezing and thawing weather in exposed places, which was quite damaging to the early sown grain on low wet lands. A few days of warm, drying weather is now needed to put the soil in good working condition. Much of the March sown wheat has sprouted, and in the southwestern sections of the state seeding is nearly finished. Many reports state that greater attention will be paid to diversified farming than heretofore. Meeker and Hennepin counties report that some March sown wheat has rotted and that it will have to be resown.

GOVERNMENT CROP REPORT.—The condition of winter wheat April 1, as reported by the statistician of the Department of Agriculture, averages 86.7 per cent. for the entire country, last year the average being 77.4. In 1892 it was 81.2, and 96.9 for the year of 1891. The corresponding average for rye is 94.4 per cent. The average of wheat for the principal states is as follows: Kentucky, 83 per cent.; Ohio, 90; Michigan, 83; Indiana, 90; Illinois, 87; Missouri, 88; Kansas, 72; Nebraska, 85; Iowa, 87. The average date of seeding in the Ohio and Mississippi valleys was late, owing to dry weather. In general, however, the conditions of soil were not unfavorable to planting and germination. Little damage is reported from the Hessian fly, and that only in sections of Ohio, Michigan, Illinois, Missouri and Kansas. The weather from seeding time until recent cold waves swept over the country, except in cases hereafter noted, has been favorable to the growth of the plant. In the eastern, northern and northwestern states snow covering has afforded protection, in addition to that of a mild temperature. The returns in regard to the effects upon wheat resulting from the recent cold spell are not so satisfactory nor as conclusive as desirable. The injury to the crop is considerable, if not great, but the comments of the correspondents accompanying the report would seem to indicate that the full extent of the damage was not fully determinable at date of transmission. In the eastern and northern states the damage was comparatively slight. In the South Atlantic and southern states the damage is marked and decided, with perhaps the exception of Texas. While in the states of Ohio, Indiana, Michigan and Kentucky the injury from frosting is considerable, the extent of some is contingent upon future meteorological conditions. The returns indicate that freezing to the ground was quite prevalent, especially on low and rich moist lands, but with roots left untouched or at

least alive, with good prospects of recuperation on the recurrence of favorable weather. In the states of Kansas, Nebraska and California the impaired condition of the crops has not resulted so much from the frost as from cold, dry weather. High winds are also noted by our Kansas correspondents as one of the causes of unfavorable conditions. Rain is much needed in those as well as other important wheat-producing states.

OHIO.—Being the first report of the growing season, great care has been taken in studying the estimates, especially those with reference to the growing wheat crop. Wheat, condition compared with an average, 91 per cent.; wheat, crop of 1893 still in producers' hands, 27 per cent.; barley, condition compared with an average, 92 per cent.; rye, condition compared with an average, 90 per cent.; corn, condition in crib compared with an average, 91 per cent. The area of wheat is slightly less than that seeded for the harvest of last year, owing, perhaps, to late seeding and low prices. The winter was very favorable to the growth of the plant and no damage to the roots was sustained by being frozen out. The early part of March was very mild and the plant shot up rapidly. With the last few days of March came sudden and severe freezing weather, preceded by heavy rainfall, but reports do not indicate the wheat to have sustained any serious or general damage by this freeze. The damage has probably been too low, wet places where the wheat was rank. Such wheat is discolored and will have to start again from the roots, which, it is believed, are vigorous enough to start growth, and with favorable season make a good crop. No damage is therefore anticipated to the crop as a whole. The spring sowing of clover has suffered seriously. Many report the young clover all killed. In some fields where the clover was sown early and the plants well advanced and protected by a vigorous growth of wheat, the damage was slight, and enough plants have survived to make a fair stand. The clover of last year's sowing was well advanced but all cut down by the frost. It will recover, and under favorable conditions make a good crop, but later.



Nicholas Barr, Ashton, Iowa, is dangerously ill.

James Green has assumed the management of the farmers' elevator at Sheffield, Iowa.

Thomas Fairfowl will hereafter act as wheat grader for Balfour, Guthrie & Co. at their West Seattle (Wash.) elevator.

Mr. McGrav, who has had charge of the Monarch Elevator at Glenwood, Minn., has been transferred to the elevator at Villard.

Charles Seybert, formerly wheat buyer at Seybert, Ind., is now engaged with the Goshen Milling Company in a like capacity.

H. S. Wells has severed his connection with the Moline (Ill.) Elevator Company, and has accepted the position of manager of the St. Louis branch of the Quincy Elevator Company.

William McCann, grain dealer of Berkley, Iowa, who mysteriously disappeared some time ago, has been found in Des Moines very ill. He started out to take a trip to Ireland, but was sandbagged in Chicago and relieved of his money. He became ill on his way home.

THE GOOD ROADS MOVEMENT.

The Agricultural Department has issued a circular to all railroad presidents in the United States, offering suggestions for their co-operation in the good roads movement. Many of the railway companies have made concessions in transporting road materials, ranging from half rates to free carriage. Others have offered to carry the freight at the bare cost of hauling whenever a general road improvement is undertaken. It is suggested that the latter plan be generally adopted. The method of computing the cost, it is cited, could be defined, and a board constituted for adjusting the rates to be granted in accordance with local conditions. The circular says:

Such a combined concession would be of immense value to the public, while it would involve little actual expense to the companies, and its bare announcement would do more to advance the road movement than years of purely educational work. It would be an inspiration to prompt action by state and local authorities throughout the Union.

The grain shovellers' charge for trimming grain in canal boats has been fixed by the union at \$1.25 at the port of Buffalo, N. Y.

Latest Decisions.

Right of Buyer to Rescind Sale.

Certain notes secured by chattel mortgages were given for a corn sheller which was warranted to shell 6,000 bushels per day with eight horses to furnish power. On a trial the machine could not be made to work, and the expert sent by the company was unable to put it in running order. The purchaser was justified in returning it promptly after discovering the defects.—*Davis vs. Hartelrode, Supreme Court of Neb., 56 N. W. Rep. 731.*

Liability for Failure to Transmit and Deliver Message.

Where a telegraph message, when read in the light of well-known usage in commercial correspondence, reasonably informs the operator that the message is one of business importance, and discloses the transaction so far as it is necessary for the accomplishment of the intended purpose, the telegraph company is liable for all direct damages from the negligent failure to transmit or deliver it, as written, within a reasonable time.—*Bierhaus vs. W. U. Tel. Co., Appellate Court of Ind., 34 N. E. Rep. 581.*

Liability of Carrier for Negligence.

A stock shipper at Mercer, Mo., shipped 101 head of steers to Chicago over the Rock Island and only 99 reached their destination safely. He brought suit against the road. The company claimed it was relieved of liability in consideration of carrying free two of the shipper's agents. There was a clause to that effect in the shipping contract. The Court of Appeals indorses the Circuit Court on the finding for the plaintiff, holding that a common carrier is not permitted to contract against its own negligence.

Validity of Option Contract.

The validity of option contracts depends upon the mutual intentions of the parties. If it is not the intention in making the contract that any property shall be delivered or paid for, but that fictitious sales shall be settled on difference, the contract is illegal; but if it is the good faith intention of the seller to deliver, or the buyer to pay, and the option consists merely in the time of delivery within a given time, the contract is valid, and the putting up of margins to cover losses is legitimate and proper.—*Morrissey vs. Broomall, Supreme Court of Neb., 56 N. W. Rep. 387.*

Overcharge—Recovery.

The Illinois Supreme Court has affirmed the judgment of the Knox County Court in its verdict in favor of Charles R. Jones of \$2,868 and \$1,200 attorneys' fees against the Chicago, Burlington & Quincy Railroad. The action was one of debt to recover under the act of 1873, for overcharge on live stock shipped to Chicago from various points in the state. The railroad attacked the act on constitutional grounds. The Supreme Court holds that the statute is valid as a whole, even though parts of it may have been held to be unconstitutional as to interstate shipments, and affirms the lower court judgment.

Bill of Relief—Fraud—Evidence.

The suit of C. S. Settaur against the Board of Trade firm of Dwight & Gillette of Chicago has been dismissed from the Appellate Court for want of equity, the complainant being assessed the cost, sustaining the rendering of the Circuit Court of a year ago. Transactions involving \$8,000,000 were made by the defendant firm for Settaur, who paid said firm a large commission. Settaur alleged that fraud had been committed and filed a bill for relief, based merely on information and belief. The Circuit Court refused to try the case for want of equity. In dismissing the case the Appellate Court said: "To sustain a bill of relief on the general ground of fraud something more than a mere general allegation made upon information that fraud has been committed is required. The transactions carried on by the defendant firm in behalf of Settaur were not more complicated than ordinary transactions for the purchase and sale of grain. The Circuit Court properly dismissed the bill."

Carrier—Consignment—Delivery—Draft.

The Superior Court of Kentucky held, in the recent case of Hartwell et al. vs. Louisville & Nashville Railroad Company, that the consignee named in a bill of lading is presumptively the owner of the goods, and must be treated by the carrier as the absolute owner until he has had notice to the contrary, and a delivery to him without such notice will discharge the carrier; that where there has been no agreement to ship the goods which will make the delivery of them to the carrier a delivery to the consignee and vest the property in him, the shipper may, even after the delivery to the carrier and after the bill of lading has been signed and delivered, or after the goods have passed from the possession of the initial carrier into

that of a succeeding one, alter their destination and direct their delivery to another consignee, unless the bill of lading has been forwarded to the consignee first named or to someone for his use; that where a consignor of goods to whom the bill of lading was delivered afterward notified the carrier not to deliver the goods to the consignees until they produced the bill of lading and paid a draft the consignor had drawn on them, and the carrier in violation of that direction delivered the goods to the consignees without the production of the bill of lading and before the draft was paid, the consignor had a cause of action against the carrier, and that the consignor and a bank to which he assigned the bill of lading and in whose favor the draft was drawn were properly joined as plaintiffs, there being no written transfer of the bill.

Validity of Sale for Future Delivery.

Wanzer & Co., commission merchants of Chicago, made a written contract with one Morrissey, a grain dealer in Nebraska, by which they agreed to lend the latter money to be used by him in the purchase of grain in Nebraska. This contract contained the further provision that the "said Morrissey further agrees to sell through the said Wanzer & Co., for future delivery in the Chicago market, corn equal to the amount of ear corn purchased with funds furnished by Wanzer & Co., which sales may be changed from month to month, as may be directed by said Morrissey. For the purchase and sale of this grain said Morrissey agrees to pay said Wanzer & Co. one sixteenth of one cent per bushel per month on all corn on hand at the close of each and every month, which shall cover the charges of grain from month to month; and if purchases and sales of this character are made in any month in excess of the amount of corn on hand, the charges of such purchase and sale, or sale and purchase, shall also be one-sixteenth of one cent per bushel." The contract on its face was not one from which it appeared that the parties intended to speculate in grain upon the market without actual delivery in settling the differences, and was, therefore, not a gambling contract; whether the parties honestly intended to deal in actual grain or use the contract as a cover for betting on the rise and fall of its price in the market, was a question of fact to be determined from what the parties did in pursuance of the contract and other competent evidence.—*Morrissey vs. Broomall, Supreme Court of Neb., 56 N. W. Rep. 383.*

Exorbitant Rates; Routing Grain Shipments.

The recent decision of the Interstate Commerce Commission, in the case brought by A. S. Newland to get lower freight rates for wheat, seems to have the effect of cutting the rates $3\frac{1}{2}$ cents per 100 pounds, or $2\frac{1}{2}$ cents per bushel, from the tariff now in force.

This case was begun before the Interstate Commerce Commission March 18, 1891, simultaneously with another of like purpose by C. O. Morrell of Pullman. At that time the Union Pacific and the Northern Pacific had a joint wheat rate from all points in Eastern Washington north of Snake River, being $32\frac{1}{2}$ cents per 100 pounds, or 19.5 cents per bushel, by either railroad to Tacoma or Portland. The farmers desired to secure a reduction from $32\frac{1}{2}$ cents per 100, or 19.5 cents per bushel, to $16\frac{1}{2}$ cents per 100, or 9½ cents per bushels. But since then the rate has been voluntarily lessened to 23½ cents per 100, or 14½ cents per bushel. However, the ruling of the commission cuts the rate still lower, making it 20 cents per 100 pounds, or 12 cents per bushel.

The allegations of each complaint correspond in all substantial features. The Pullman case was intended to secure a reduction over the Union and Northern Pacific to Tacoma and the Ritzville case on the Northern to Portland. The decision affects both alike, practically.

The Ritzville complainant set forth that the rate of $32\frac{1}{2}$ cents per 100 was excessive, unjust and unreasonable; that the distance over the lines of the two companies from Ritzville to Portland through their junction point, Wallula, Wash., is 311 miles, or 97 miles over the Northern Pacific from Ritzville to Wallula, and 214 miles over the Union Pacific from Wallula to Portland; that the petitioner at Ritzville Jan. 10, 1891, offered a carload of wheat ready loaded in a car of the Northern Pacific Railroad Company for shipment via Wallula Junction to Portland, which the Northern Pacific Company would only ship, and did ship over its own lines, via Pasco Junction, thence across the Cascade Mountains via Tacoma, Wash., to Portland, a distance of 478 miles over a circuitous route having many heavy grades and curves, that there are but few ascending grades on the route from Ritzville to Portland via Wallula Junction, where the lines of the Northern Pacific and Union Pacific Companies connect at grade, and where traffic is exchanged between these companies; that he had a right to ship his produce by the shortest and most practicable route.

The Northern Pacific admitted the rate, but denied that it was unjust or excessive. It admitted its junction with the Union Pacific, but claimed that its road terminated there, and that its only route from Ritzville to Portland was by way of Tacoma.

In this same suit the Union Pacific also appeared to show its relations with the Northern, and answer why it could not help to carry wheat from Ritzville to

Portland for less than the Northern charged between these points. It put up the plea that it was earning only a small dividend, about 6 per cent.; that rates on wheat could not be established on the mileage system pro rata.

The conclusions of the commission are something of a concession to each side. It says:

"First—It is the right of shippers to have their goods carried and the duty of common carriers to receive and forward freights by the least expensive routes at reasonable through rates.

"Second—Where there were two routes from the place of shipment to the place of destination, one much longer and much more expensive to operate than the other, the longer and more expensive being operated by one, while the more direct and less expensive route was over continuous lines operated by more than one common carrier: Held that the rate must be reasonable for the transportation by the shorter and less expensive route.

"Third—Where the roads and branches of two companies extend to and penetrate a wheat-producing district, from which they make a joint rate for distances of 480 miles, and each company makes the same rate separately from the same district, one for distances of 450 and the other for distances of 650 miles over their respective lines to the same destination; Held that it may be fairly assumed that the rates so jointly and separately made are reasonably remunerative and profitable. Held, further, that what is reasonable compensation for this longer and more expensive branch line service is excessive for the shorter distance of 311 miles over a less expensive route from the same district to the same destination.

"Fourth—In consideration of all the facts, it is believed that the reasonable rate on the 100 pounds of wheat in carloads from Ritzville, Wash., to Portland, Ore., should not be more than 20 cents. A reduction will be ordered accordingly."

OBITUARY

R. W. Francis, grain dealer at Grenfell, Assiniboia, died recently at Indian Head.

Leonard Dykema, a member of the firm of K. Dykema & Bro., elevator men and feed and grain dealers at Grand Rapids, Mich., died April 5.

Louis B. Ives died at Minneapolis, Minn., March 17. Mr. Ives had a successful business career on the Chicago Board of Trade, and removed to Minneapolis five years ago, being 34 years of age at the time of his death. He was a prominent member of the Chamber of Commerce of Minneapolis. He leaves a wife and child.

James E. Dalliba, formerly a prominent citizen of Chicago, died at Marquette, Mich., recently at the age of 72 years. Mr. Dalliba moved from Attica, N. Y., to Chicago in 1846, and for many years was a large owner of vessels and steamers. He was a member of the firm of W. P. Swift & Co., whose grain elevator stood at the foot of State street, and he was also prominent on the Board of Trade.

Sumner H. Paine, a member of the firm of grain dealers known as Paine Bros., died suddenly March 18, at New Orleans, La., where he had gone on a pleasure trip. Mr. Paine was widely known in the Northwest, and was popular in grain trade circles in Milwaukee, where he resided. He was born at Milwaukee 36 years ago and had been in the grain business for about 15 years. He was a member of the Milwaukee Chamber of Commerce. He leaves a wife and two children.

Mr. Julius Baum, an operator on the San Francisco Produce Exchange, died from the excitement of the May wheat deal of last month. Mr. Baum was upward of 61 years of age, and thought to be a very conservative operator in grain speculation, and one who would not get carried away by unusual markets. His losses did not amount to over \$3,000, which would not cut a great figure in his financial standing, but the excitement of a day brought on a sudden attack of heart disease, from which he died before a physician could be called.

Wheat merchants and speculators at Chicago were slightly disturbed last month over the report of the discovery of weevil in the wheat. The discovery was made in a cargo of 60,000 bushels of No. 2 Red Winter which was loaded into a vessel last fall for shipment as soon as navigation opened. The official statement of Wm. Smellie of the State Grain Inspection Department says that on examination the cargo was found to be "choice No. 2 Red Winter in prime condition, strictly cool, sound, and free from weevil except at hatch No. 5, where, on account of clearly apparent leakage from deck, the wheat is wet, moldy and hot, and this condition has bred weevil in about 500 bushels. There is also a small spot of apparently 500 bushels at hatch No. 2, where the water has dropped and caused the same condition save that the wetting being more recent the weevily condition is less noticeable. With these two spots removed the cargo is extra quality No. 2 Red."

ITEMS FROM ABROAD

It is reported that the government of Belgium intends to increase the import duties on cereals.

The official figures for the yield of the crops of Uruguay in 1893 shows 700,000 quarters of wheat and 380,000 quarters of maize, as compared with 400,000 quarters of wheat in 1892, and 340,000 in 1891.

A grain elevator is to be erected at Theodosia, Crimea, for which the Russian Government has contributed 1,200,000 roubles. This elevator will prove of great utility for the provinces of Taurida Ekaterinoslav and Kharkov.

Imports of France from Aug. 1, 1893, to Feb. 1, 1894, were (estimated in quarters of 8 bushels each) as follows: Wheat, 5,698,000; rye, 19,700; barley, 1,867,000; oats 3,303,000; maize, 785,000. Her exports for the same period were: Wheat, 349,000; rye, 26,500; barley, 77,000; oats, 81,000; maize, 72,500.

Australasian exports of wheat and flour combined were, for a period beginning January 14 and ending March 24, 525,000 quarters (of 480 pounds each), and for the period of time beginning January 14, and ending Dec. 31, 1893, there was exported 695,000 quarters, against 301,000 quarters for the same time in 1892.

There are renewed rumors of dissatisfaction in Spain at the heavy importations of wheat, and writers in the public press are busy with proposed remedies. As a simple solution of the problem a higher import duty is recommended, and a proposal to make all duties payable in gold is also receiving consideration.

During the month of January Hungary exported 170,000 quarters (of 8 bushels each) of wheat and 502,000 sacks of flour, as compared with 102,000 quarters of wheat and 238,000 sacks of flour in January, 1893. The bulk of the exports are absorbed by Austria. Hungary's imports for January were 35,000 quarters of wheat and 7,000 sacks of flour.

The Agrarians of Italy have issued a call for a Congress to meet in Rome on April 15, with a view of influencing debate in the chamber of deputies in behalf of an increase of duty on wheat. A number of various municipal councils, chambers of commerce and Agrarian societies have petitioned the chamber to make this increase, and the matter will probably be taken up within the next month.

Sweden's exports from Aug. 1, 1893, to Feb. 1, 1894, estimated in quarters and compared with those of the previous year, were as follows: Wheat 312,000 against 322,000 of the previous year; rye, 177,500, against 221,000; barley, 27,500, against 42,000; maize, 23,300 (there being 3,000 quarters of rye reported since Jan. 1, 1893). Her exports were: Oats, 713,000, against 712,000; barley, 23,500, against 26,000; wheat, 105, against 200; rye, 510, against 850.

The wheat king of the world is said to belong to Argentine. He is an Italian named Guazone, who went to South America under assistance but a few years ago. His crop this season, which he has just finished harvesting, occupied 66,720 acres, over 100 square miles. This is more than double the area of the celebrated Dalrymple farm in North Dakota. The king numbers his workmen by the thousand, and he loads 3,500 railway trucks with wheat annually. His farm is worked on co-operative principles.

The executive committee of the London Corn Trade Association met recently to consider alterations in the margin of quantity clause in all contracts for shipment of grain (cargoes and parcels) by steamer from European ports, viz., Azoff, Black Sea, Danube, Sea of Marmora and Mediterranean ports as follows: "Seller has the option of shipping 10 per cent. on cargoes and 5 per cent. on parcels, more or less on contract quantity, such excess or deficiency to be settled for at the c. i. f. value of the grain on the date of the bill of lading."

Official returns of Argentine show that there was exported in 1893 1,008,000 toneladas (a tonelada being about 2,025 pounds) of wheat, against 470,000 in 1892; of maize there was exported 84,500 toneladas in 1893 and 446,000 in 1892; 72,000 toneladas of linseed was exported in 1893, 43,000 in 1892; 38,000 toneladas of flour was exported in 1893, against 18,300 in 1892. There was 1,132,000 kilos of barley exported in 1893, against 997,000 in the preceding year. There was 1,479,000 kilos of rye and 975,000 of oats exported in 1893, these being given separately for the first time in 1893.

As an explanation of the diminished demand for American wheat abroad the most plausible is the increased product of Argentina. The Argentine Republic produced 1,010,300 bushels of wheat in 1890; in 1890 she produced 30,000,000 bushels, and in 1893 64,000,000, more than doubling the product in three years. And when it is considered that not one-quarter of the arable area of that immense country is yet under cultivation, and when the development is contrasted with its possibilities, it may well cause the

American wheat grower some apprehension. While the development of wheat growing in India has also been very rapid, increasing from about 150,000 bushels in 1870 to 56,500,000 bushels in 1892, its importance cannot be compared with that of Argentina. In India the surplus for exportation is thought to have reached about its full development while Argentina's growth in that direction is alarmingly rapid and seemingly limitless.

Fires, Casualties, Etc.

John Anderson's grain storehouse at Port Rowan, Ontario, has been burned out.

A grain elevator at Burgoon, Ohio, was destroyed by fire March 29. Loss \$10,000.

The Peavey Elevator at Slayton, Minn., was burned March 21, with a loss of \$10,000.

Hogg Bros., Oakwood, Ontario, dealers in grain, etc., suffered a loss by fire some time ago.

Paul Huberich, Laredo, Texas, grain and commission merchant, was burned out April 5.

The Thornton Elevator Company at Mason City, Iowa, has suffered a loss from burglary.

Fire recently destroyed an elevator at Burbank, S. D., and 17,000 bushels of grain. No insurance.

The James River Mill and Elevator, near Lynchburg, Va., burned. Loss \$65,000; insurance \$32,000.

John Bellamy's warehouse at Sweet Springs, Mo., was burned March 29, together with 10,000 bushels of wheat.

Hay barns at Geneseo, Ill., were destroyed by fire March 31 together with about 100 tons of hay and four tramps.

The Walnut Creek Mills elevator at Great Bend, Kan., was partly burned March 15. Total damage about \$8,000.

Burglars blew open Lemuel Boggs' safe at his grain elevator at Elmwood, Ohio, recently and rifled it of its contents—\$2.

The plant of the Philadelphia Distilling Company at Eddington, Pa., was destroyed by fire April 7 at a loss of \$75,000.

B. Gulshen's elevator at Herscher, Ill., was destroyed by fire March 21. Loss about \$2,000, partially covered by insurance.

The plant of the American Glucose Company at Buffalo, N. Y., burned on the night of April 12. Loss \$1,000,000; insurance \$585,000.

The Brooks Elevator Company's elevator at Ojata, N. D., burned March 23. It contained 17,000 bushels of wheat and was fully insured.

Sterling & Co.'s grain elevator at West Unity, Ohio, was destroyed by fire March 30 with 50,000 bushels of wheat. Loss \$47,000; partly insured.

Simison's elevator at Corwin, near Crawfordsville, Ind., burned April 3 with 2,500 bushels of wheat. Estimated loss \$12,000; insurance \$7,500.

A barn belonging to John Pfister near Champaign, Ill., was destroyed by fire March 27, together with about 4,000 bushels of grain contained therein.

Henry Denny, agent for the McFarlin Grain Company, recently committed suicide in his office at Churdon, Iowa. It was caused by despondency.

The Monarch Elevator at Graceville, Minn., burned March 27. It contained about 10,000 bushels of wheat, partly insured. The fire originated from the chimney.

Stanley's brewery at Lawrence, Mass., was burned March 17. It was a four-story frame, owned by an English syndicate. Loss \$100,000; insurance \$100,000.

The safe of McFeely & Co.'s elevator at Marion, Ind., was blown open recently and rifled of its contents. The burglars got about \$75 in money and checks.

Part of the warehouse of the Southern Pacific Milling Company at Paso Robles, Cal., burst out March 23, scattering grain in all directions. The warehouse is 200 feet in length and contained 30,000 sacks of grain at the time of the accident. Loss \$3,000.

Carpenters were at work on the high new elevator of Charles Counselman at South Chicago the other day, when one of them, Joseph Coates, slipped and pitched over the edge like a shot. Somehow he managed to catch some projection in his flight, and there he hung by his right hand 100 feet above the ground,

until his paralyzed fellow workmen came to his rescue. Both Coates and his rescuer, Wm. Jones, completely collapsed on gaining a place of safety.

The National Elevator at Winona, Minn., operated by I. Michaud, was burned to the ground March 28. The elevator contained between 20,000 and 30,000 bushels of wheat.

The National Milling Company's steam power elevator at Graceville, Minn., was destroyed by fire March 27, together with considerable stored grain. Loss about \$20,000.

Charles Sihler's granary above East Atchison, Kan., tumbled into the river a short time ago. The river washed away the land at that point until the building had no support.

The farmers' elevator at Elbow Lake, Minn., burned some time ago. It contained about 2,500 bushels of grain. Loss, \$3,200; insurance, \$2,200. The fire was of incendiary origin.

Fire in the elevator owned by J. J. Green and operated by C. W. Brown at Dunlop, Ill., destroyed in the neighborhood of \$10,000 worth of property, on which there is considerable insurance.

The Exchange building of Kansas City, Mo., was damaged to the extent of \$3,000 on the night of March 29. The building is considered so thoroughly fire-proof that no insurance is carried.

Edward Levar of Benton Harbor, Mich., fell down a grain shaft leading from the top story of an elevator to the boat below, a distance of 120 feet. Edward was badly bruised, but is still living.

The Jackson County Mill & Elevator Company's mill and elevator at Murphysboro, Ill., has been burned. Loss about \$40,000; insurance \$17,000. The fire is thought to have been incendiary.

Taylor & Simpson's elevator at Romney, Ind., together with 4,000 bushels of corn and 6,000 bushels of wheat, was destroyed by fire March 27. Total loss \$15,000; insured for about half the value.

A. B. Taylor & Co.'s elevator at Norwood, Minn., was destroyed by fire March 18, together with 6,000 bushels of wheat. The loss, together with that of several other small buildings, was \$25,000.

The Diamond Jo Warehouse at Davenport, Iowa, was destroyed by fire recently. About 300 tons of hay and 800 cases of canned corn were destroyed also. The loss will reach \$5,000, partially insured.

The Walnut Creek Milling Company's elevator at Great Bend, Ind., was damaged by fire March 15. There was 40,000 bushels of wheat in store, and considerable injury was done by smoke and water. Insured.

Frank Boggs of Argos, Ind., was working about his elevator some time ago when his sleeve caught in a belt and he was drawn up over the line shaft. His left arm was broken and he sustained other severe injuries.

Osburn & McMillan's elevator at Norway Siding, near Oakes, N. D., burned March 23. The gasoline engine exploded and started the fire. About 6,000 bushels of wheat were burned, besides 600 bushels of wheat in a car.

The Western Elevator at Rosedale, Kan., burned on the night of April 11, with 20,000 bushels of wheat. Total loss \$40,000; insurance \$15,000. The elevator was owned by H. D. and Frank Hayward, and was improved at a cost of \$5,000 last fall.

Last November two new hopper scales were put in the Chicago Dock Company's warehouse at Beach and Forquer streets, Chicago. The building is new and was supposed to be able to stand any strain. The scales were examined March 31, and there was no apparent danger. April 2 these hopper scales, containing 2,000 bushels of timothy seed, crashed through three floors, killing two workmen and doing extensive damage to the building. The damage done will amount to about \$30,000.

If the statement of some hay shippers can be taken in evidence Ananias must have been the first hay commission man—and that his progeny to-day is legion. This is pretty tough—especially on Ananias.—*Hay There.*

Barley malt amounting to 9 bushels was imported during February, against 65 bushels imported during February preceding; and during the eight months ending with February 1,557 bushels, valued at \$1,901, were imported, against 2,491 bushels, valued at \$3,138, imported during the corresponding months ending with February, 1893.

We may expect Russia to become a still greater factor in the world's wheat supply. She is expanding her production yearly, and her transportation facilities by land and water are rapidly increasing. With her cheap labor and the low rates of inland and ocean freights Russia can make a paying business of shipping wheat even at present low prices.

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

CLOVER SEED AT TOLEDO, April 7.—Not much doing. Market steady. Prime medium for cash and April at \$5.65; No. 2 at \$5.52½; Alsike at \$7.00@7.15. From September 1 to April 7 the receipts were 134,325 bags; shipments 134,996 bags. From September 1 to April 8, 1893, the receipts were 72,171 bags; shipments 66,726 bags.

HAY AT CHICAGO.—M. M. Freeman & Co. report the receipts of hay at Chicago on April 12 at 744 tons with shipments of 304 tons. **TIMOTHY.**—Receipts decreasing and market correspondingly improved; no advance, however, can be noted. No. 1 \$9.50@10.50; No. 2 \$8.00@9.00; Mixed \$6.50@7.50. **PRAIRIE.**—Offerings of choice grades are moderate, and market firm. Choice Iowa Upland \$8.00@8.50; good Iowa Upland \$7.00@7.50; good feeding hay \$6.00@6.50. **STRAW.**—Rye scarce and higher at from \$7.50@8.00; wheat and oats plentiful, and dull from \$4.50@5.00. Seeding time being now at hand the market is at its best. We look for material advance all around. Many are watching the market awaiting this opportunity.

GRAIN REPORT OF J. & M. SCHWABACHER, LIMITED, New Orleans, La., April 11.—**TIMOTHY HAY.**—Low grades remain depressed, but there is a very fair trade in Strictly Prime and Choice Hay. Quotations are as follows: Choice \$15.50; Strictly Prime \$15.00; Good Prime \$14.00; Prime \$12.00@13.00 per ton. **PRAIRIE HAY.**—There is some inquiry for bright stock at \$8.50@9.00 per ton. **CORN.**—Stocks are low and market firm. We quote No. 2 White 48 cents; Yellow 47 cents; Mixed 46½ cents per bushel sacked. **OATS.**—Rule firm, as follows: No. 2 White 41½@41¾ cents; No. 2 Black Mixed 40½@41 cents per bushel sacked. **WHEAT BRAN.**—Quiet at 80 cents per 100 pounds. **CORN BRAN.**—Entirely neglected and nominal. **CRACKED CORN.**—In good demand at 90@92½ cents per 100 pounds.

GRAIN REPORT OF L. NORMAN & CO., LIMITED, London, England, March 27, 1894.—Since our last report of the 19th inst. there has been absolutely nothing doing in the wheat trade, the market being practically closed for four days owing to the Easter holidays. To-day, however, the market has been steadied by the advance in America, but there are few buyers in town, and the feeling is still of a holiday character. **HARD MANITOBA.**—Quiet, but steadily held. For March shipment 25s 6d c. i. f. London asked. **HARD DULUTH.**—Prompt shipment to London 26s 6d c. i. f. asked. **BARLEY.**—Little or no inquiry for English malting. Supply of grinding exceeds demand, and trade in this quality very quiet. **OATS.**—Owing to increase in Russian shipments market is weaker and less money taken since our last. **PEAS.**—No change to report. Canadian for shipment sellers ask 24s 9d@25 c. i. f. London. Buyers at 24d 6s. **HAY.**—Only small business passing. Canadian on spot sound delivered is offered at 45 per ton. For March-April shipment 44 17s 6d c. i. f. London asked, but 44 15 taken. To Liverpool 44 5 c. i. f. accepted for small parcel.

CINCINNATI MARKETS, April 12.—Collins & Co. report the receipts of all kinds of grain to be exceedingly small at Cincinnati just at present with the arrivals not equal to the current wants of the trade. Prices are ruling very firm, and on some grain higher, and with the farmers busy seeding very little movement is expected for some time to come. Wheat has shared in the fluctuations with other markets, and prices have ruled firm and higher, but with the reaction in the outside markets it declined in sympathy with the few offerings selling very readily. No. 2 Red at 57½@58 cents; No. 3 54½@55. Corn is strong and higher with the offerings very meager, and No. 2 White is scarce at 42½@43 cents; No. 2 at 42 cents; No. 2 Mixed at 41 cents, and the few arrivals are eagerly sought for. Ear corn is not offered, and the prices are ruling strong and higher. Yellow at 43@44 cents; Mixed at 41@42 cents; White at 40 cents. Oats are in good request with the demand more than the offerings. No. 2 White are at 37½ cents; No. 3 at 36@36½ cents; No. 2 Mixed at 35½@35¾ cents; No. 3 at 35 cents. Rye is steady at 55 cents for No. 2, and choice is held higher. Hay is in light supply with the top grades ruling firm. Choice \$12.00@12.50; No. 1 \$11.50@12.00; No. 2 \$10.00@10.50; Clover Mixed \$9.00@9.50; Mixed \$8.00; Clover \$7.00@7.50.

A FLOATING TRANSFER ELEVATOR.

Much of the grain exported from New York harbor is received in canal boats, and some of it is transferred direct from the canal boats to ocean steamers. Some of the grain is spouted direct into the hold of the ocean vessels from the elevators and much of it is transferred by lighters and then elevated by a floating transfer elevator into the hold of the vessel.

One of the newest and best of the floating grain transfer elevators is the Empire State, which cost \$50,000. It was constructed according to the very latest and most approved design, and has had every feature of advantage incorporated in her make-up. Philip H. Gill, who has built a great many of these elevators, is also the patentee of a number of inventions for them, and such as were needed were put into the new boat.

The Empire State is 85 feet in length, 30 feet beam and 73 feet in height. Her depth of hold is 11 feet. Her capacity is about 25,000 bushels of grain. The machinery includes apparatus for shifting, cleaning and mixing grain in any desired proportion. There are two elevator legs, each run by Gill's "rope drive," a new and much-needed invention, which substitutes wire ropes, which do more work without slipping or breaking. The Empire State is the first elevator in the harbor to be rigged with this rope drive, and during the course of her construction it has been the admiration of all who were interested in the business. The rope drive has a tensile strength of 60,000 pounds, so that it is scarcely liable to get out of order from straining.

The boilers are made for 130-horse power, and are of the upright pattern. The engines are 15½x15 inches in cylinder measurement.

The capacity of the elevator for unloading grain from a canal boat and delivering it cleaned into the hold of a steamship is about 6,000 bushels an hour. The Empire State is owned by Henry D. McCord, who is also the proprietor of several other floating grain elevators, besides being engaged in several enterprises of harbor transportation. Mr. McCord saw the necessity of having the Empire State, and possibly more of her kind, built when the grain rush set in last fall, and steamships whose charters were worth from \$200 a day upward were obliged to wait, some of them more than a week, to get a berth alongside an elevator, so that a cargo of grain could be taken aboard.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

According to the report of the Bureau of Statistics the total value of breadstuffs imported during February was \$95,307, against imports valued at \$191,636 in February preceding; and during the eight months ending with February breadstuffs valued at \$1,567,163 were imported, against an amount valued at \$1,959,886 imported during the corresponding months ending with February, 1893.

Barley aggregating 609,744 bushels, valued at \$275,444, was imported during the eight months ending with February, against 1,640,583 bushels, valued at \$771,090, imported during the eight months ending with February, 1893.

Corn amounting to 1,767 bushels, valued at \$1,264, was imported during the eight months ending with February, against 1,663 bushels, valued at \$1,143, imported during the eight months ending with February, 1893. There were 2,918 bushels of oats, valued at \$1,129, imported during the eight months ending with February, against 9,503 bushels, valued at \$4,308, imported during the corresponding period ending with February, 1893.

There were 4 bushels of wheat imported during February, against 204 bushels imported during February preceding; and during the eight months ending with February 872,367 bushels, valued at \$582,654, were imported, against 733,244 bushels, valued at \$520,512, imported during the corresponding months ending with February preceding.

Of imported breadstuffs an amount valued at \$11 was exported during February, against an amount valued at \$18,694 exported during February, 1893; and during the eight months ending with February breadstuffs valued at \$16,796 were exported, against an amount valued at \$361,452 exported during the corresponding months ending with February, 1893.

Barley aggregating 11,175 bushels, valued at \$5,604, was exported during the eight months ending with February, against 15,124 bushels, valued at \$7,563, exported during the corresponding month preceding. No wheat was exported during February, against 24,678 bushels, valued at \$18,509, exported in February, 1893; and during the eight months ending with February 16,715 bushels, valued at \$10,000, were exported, against 496,866 bushels, valued at \$341,144, exported during the corresponding months ending with February preceding.

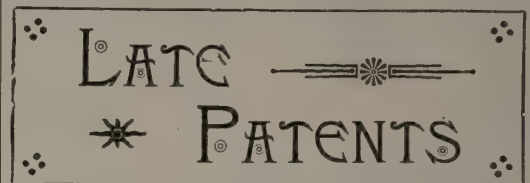
THE AMENDED ANTI-OPTION BILL.

Chairman Hatch's Anti-Option Bill has been revised by the House committee on agriculture, which has ordered it to be favorably reported in its amended form. The bill, after defining "options" and "futures," as already indicated in these columns, provides that all such transactions shall be in writing and signed in duplicate, and shall state in explicit terms the time when the right or privilege of delivering the articles shall expire. The special tax on dealers is reduced from \$24 to \$12. In this category are included all persons who, on their own behalf or as agents, brokers or employees of others, deal in options or futures or make contracts for their transfer.

All "option" and "future" contracts are to have internal revenue stamps representing taxes as follows, viz.: For every 10,000 pounds of cotton, hops, pork, lard or bacon, dried or salted meat, and for every 1,000 bushels of wheat, corn, oats, rye and barley covered by the contract, 1 cent; for every bill of sale executed at the termination of the contract, 2 cents. Furthermore, every cancellation, clearance, settlement, acquittance or other agreement, by which an "option" or "future" contract is terminated otherwise than by actual sale and delivery, or such termination is delayed or obviated, is required to have stamps representing for every pound of raw or unmanufactured cotton, hops, pork, lard, bacon, or salted or pickled meat, 1 cent; for every bushel of wheat, 3 cents, and for every bushel of corn, oats, rye and barley, 2 cents. To meet the criticisms that have been made that the buyer as well as the seller is not included in the terms of the bill, the committee has recast the first section so as to provide substantially as follows:

The word "options" shall be understood to mean any contract whereby a party thereto, or any party for whom or in whose behalf such contract is made, acquires the right or privilege, but is not

thereby obligated, to sell and deliver to another at a future time or within a designated month, or any other period; or any contract whereby as vendee, a party thereto, or any person as vendee, for whom or in whose behalf such contract is made, acquires the right or privilege of demanding and receiving from another at a stipulated price, at a future time or within a designated month or other period, but is not thereby obligated to receive and pay for any of the following articles, viz.: Raw or unmanufactured cotton, hops, wheat, corn, oats, rye, barley, pork, lard and bacon.



Issued on March 13, 1894.

SEPARATOR.—Robert W. Jessup, Los Angeles, assignor of one-half to Fairfax H. Wheelan, Santa Barbara, Cal. No. 516,440. Serial No. 481,050. Filed July 20, 1893.

Issued on March 20, 1894.

CONVEYOR.—John H. Franklin, Columbus, Ohio, assignor to Joseph A. Jeffrey, same place. No. 516,702. Serial No. 376,978. Filed Jan. 7, 1891.

GRAIN DRIER.—John Gregory, Marion, Ohio. No. 516,704. Serial No. 266,711. Filed March 9, 1888.

GRAIN SHOVELING MACHINE.—John H. Heatherington, Shelton, Neb. No. 516,721. Serial No. 473,741. Filed May 10, 1893.

Issued on March 27, 1894.

MACHINE FOR CRIBBING CORN.—Lodrick M. Millen, Elwood, Neb. No. 517,355. Serial No. 473,157. Filed May 5, 1893.

GAS ENGINE.—Russell Thayer, Philadelphia, Pa. No. 517,077. Serial No. 487,826. Filed Oct. 11, 1893.

Issued on April 3, 1894.

BROOM CORN SIZING MACHINE.—Geo. F. McCombs, Allegheny, assignor to the Hand-Stitch Broom Sewing Machine Company, Pittsburgh, Pa. No. 517,761. Serial No. 476,497. Filed June 3, 1893.

ELEVATOR AND DUMP.—Samuel E. Kurtz, Greenfield, Iowa. No. 517,702. Serial No. 488,045. Filed Oct. 13, 1893.

GAS ENGINE.—Jacques Labataille and Justin J. Graff, San Francisco, Cal. No. 517,821. Serial No. 478,491. Filed June 22, 1893.

ROTATING GRAIN METER.—John M. Finch, Marysville, Cal., assignor of one-half to Frank Miller, same place. No. 517,608. Serial No. 466,441. Filed March 17, 1893.

ROTATING GRAIN METER.—Eugenio K. Hayes, Galva, Ill. No. 517,650. Serial No. 457,464. Filed Jan. 6, 1893.

EXPIRED PATENTS.

[The following patents have expired since our last issue.]

CORN SHELLING MACHINES.—Andrew H. Shreffler, Joliet, Ill. No. 188,263.

GRAIN SEPARATORS.—Wm. Edris, Eugene City, Ore. No. 188,345.

BALING PRESSES.—W. S. Coates, Charleston, S. C. No. 188,591.

ELEVATOR BUCKETS.—F. C. Barber, Oxford, Mich. No. 188,565.

GRAIN SEPARATORS.—H. Kurth, Milwaukee, Wis. No. 188,641.

HORSE POWERS.—Wm. H. House, Bennett's Cross Roads, N. C. No. 188,638.

RICE CLEANING MACHINES.—Jesse Carter, Lake City, Fla. No. 188,499.

GRAIN SEPARATORS.—D. Butger, Milwaukee, Wis. No. 188,776.

HORSE POWERS.—Jacob S. Shelly, Shannon, Ill. No. 188,821.

CORN SHELLERS.—H. Neubert, Ironton, Ohio. No. 189,130.

FLOATING GRAIN ELEVATORS.—C. W. Mills, Mount Clair, N. J. No. 7,588. Re-issued.

GRAIN SEPARATORS.—N. Kibler, Pittsfield, Ill. No. 189,045.

GRAIN SEPARATORS.—E. F. Osborne, St. Paul, Minn., assignor to J. H. Elward, same place. No. 189,255.

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straw and coal tables shows the value in tons of any amount ranging from 10 to 3,000 pounds at prices from 25 cents to \$18 per ton. The interest tables are very complete and give the interest for any amount for any time and for any rate per cent. ranging from 6 per cent. to 10. The millers' and farmers' exchange table gives the number of pounds of flour to be received from wheat ranging from 5 to 3,000 pounds and from 25 to 40 pounds to the bushel. Tables of money weights and measures are also included, and also the metric system. The book contains much other useful information. Price.....50

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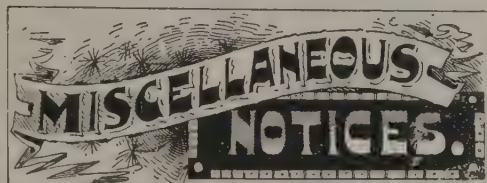
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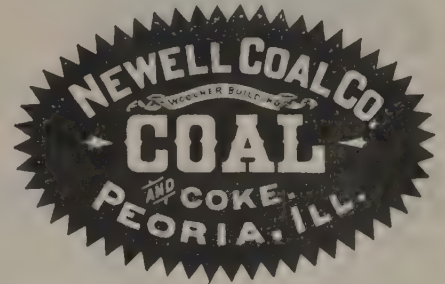
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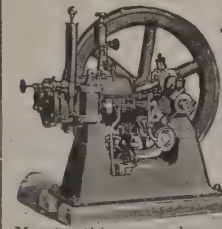
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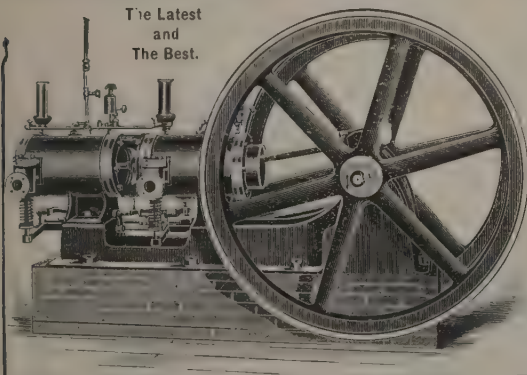
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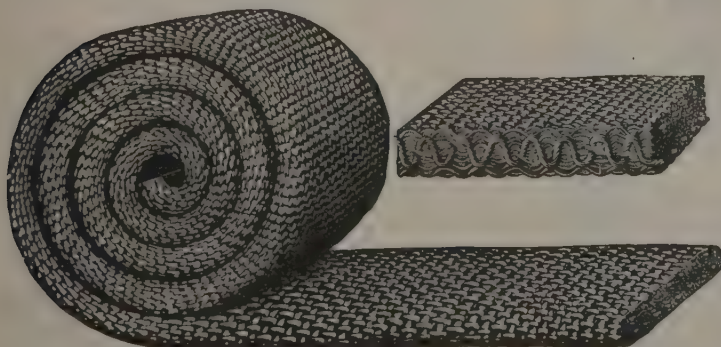
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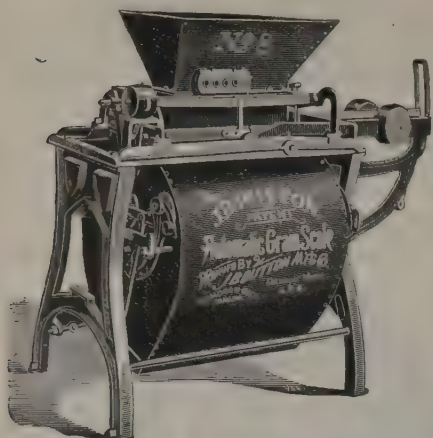


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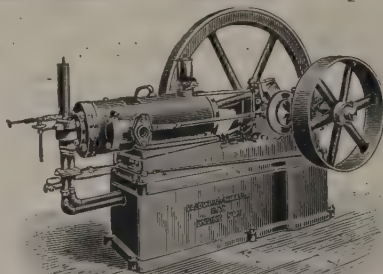
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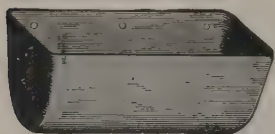
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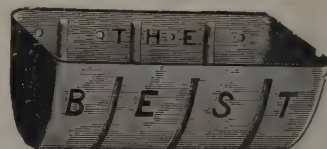
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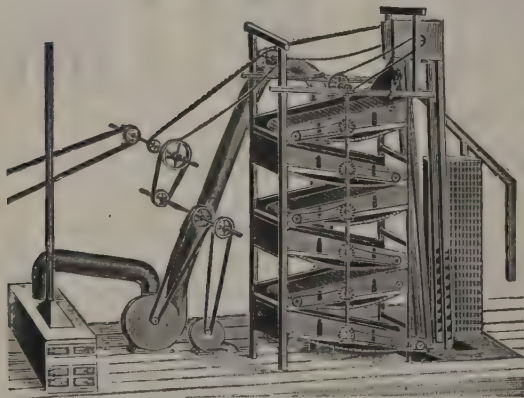


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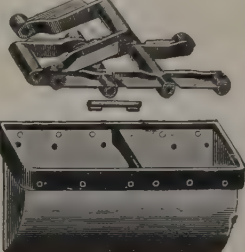
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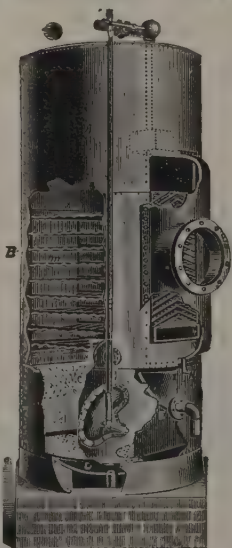
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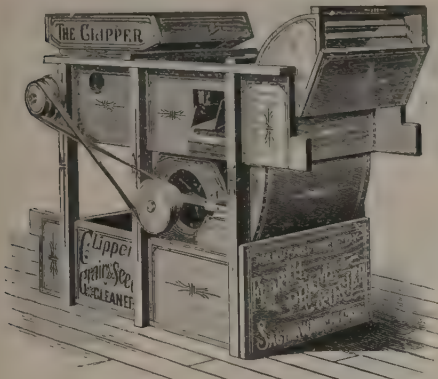
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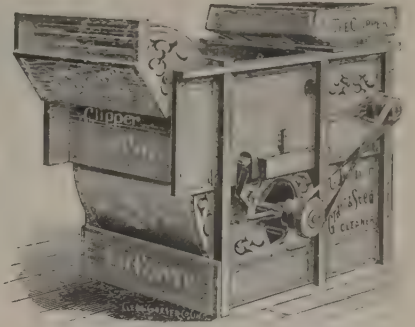


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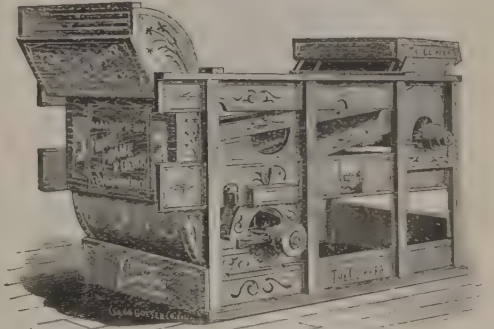
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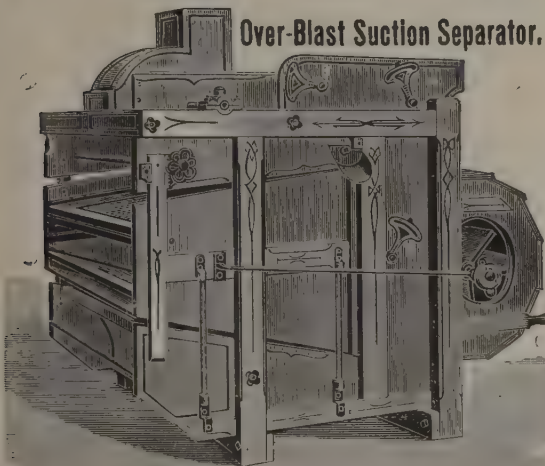
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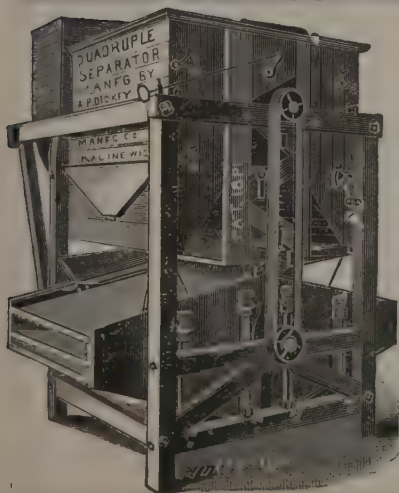
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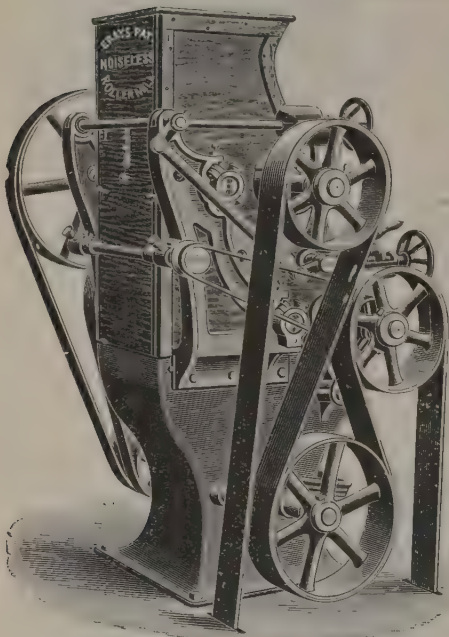
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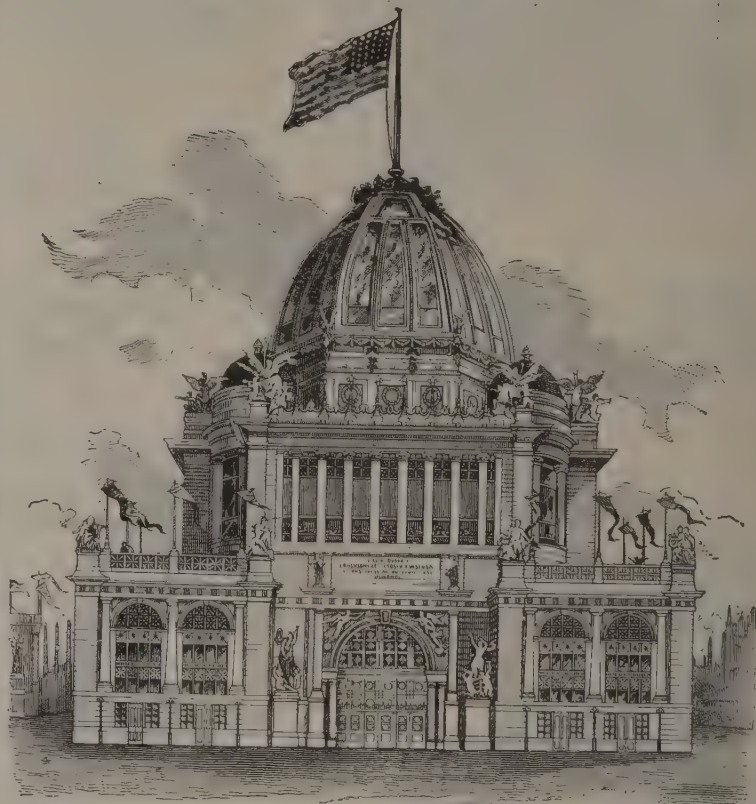
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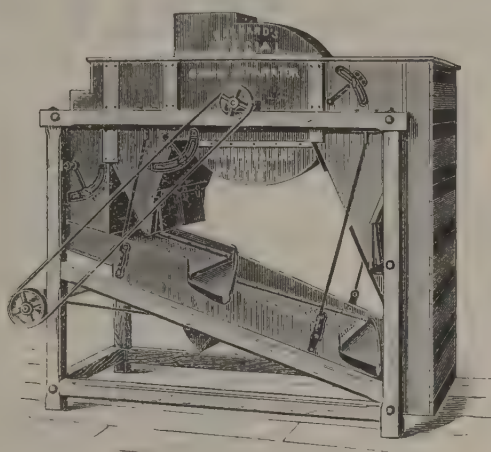
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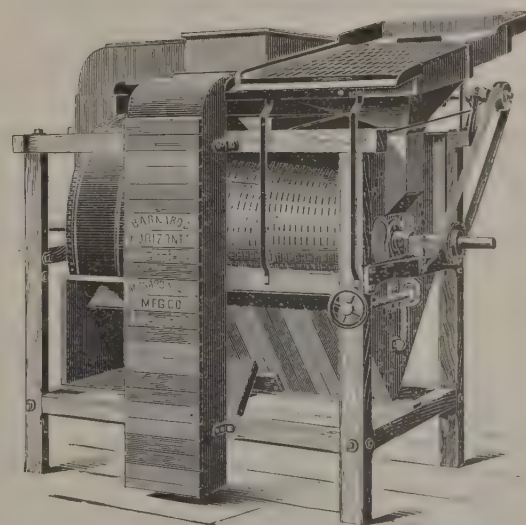
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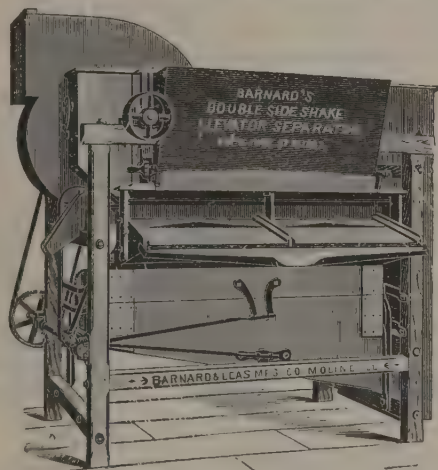


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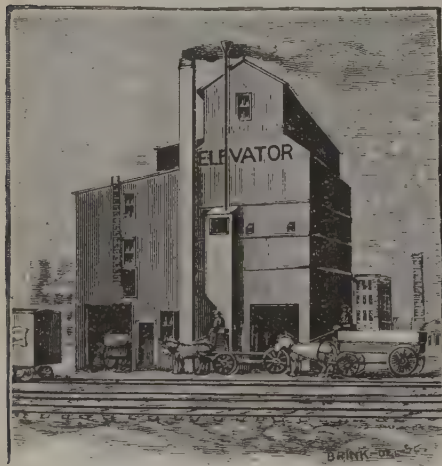
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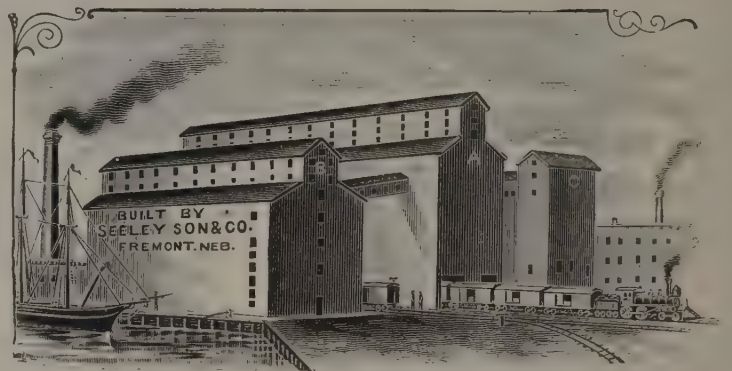
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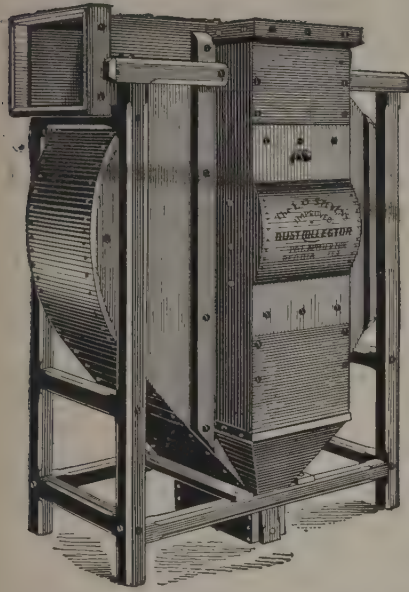


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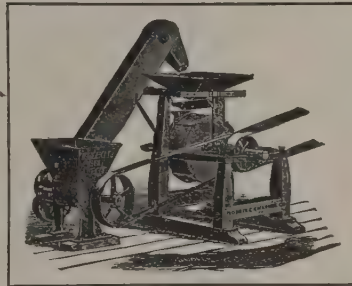
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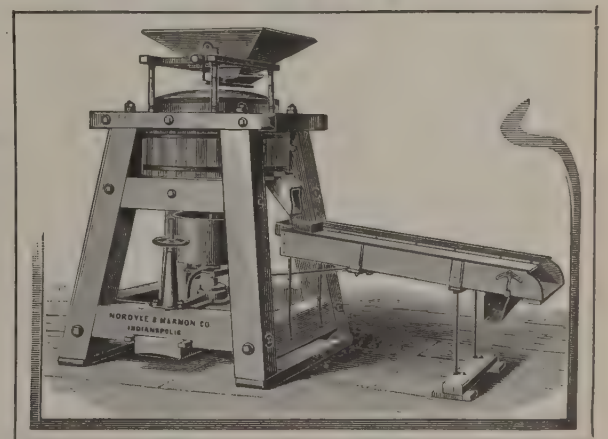
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DUST! DUST!



Gibbs' Patent Dust Protector protects the nose and mouth from inhalations of poisonous dust; invaluable in mills, elevators and every industry where dust is troublesome. Perfect protection with perfect ventilation. Nickel-plated protectors \$1. postpaid. Circulars free. Agents wanted.

Gibbs Respirator Co.,
30-36 La Salle Street, - CHICAGO.

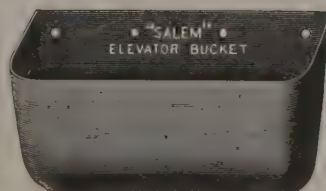
American Elevator and Grain Trade.

—PUBLISHED BY—

MITCHELL BROS. CO., CHICAGO.

\$1.00 PER ANNUM.

NEVER A PEER



The Salem Bucket has had imitators, but the most ever claimed by competing buckets is that they "are as good as the Salem."

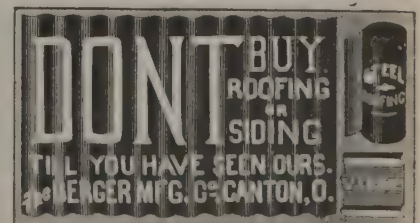
We fixed the standard to which others aspired, but the Salem is now, as it always has been, incomparable.

BEST BUCKET MADE.

The BEST is what you want. It is the cheapest and most satisfactory in the end. Besides, the Salem is sold as low as other buckets.

ALL KINDS OF SHEET AND PLATE METAL WORK.

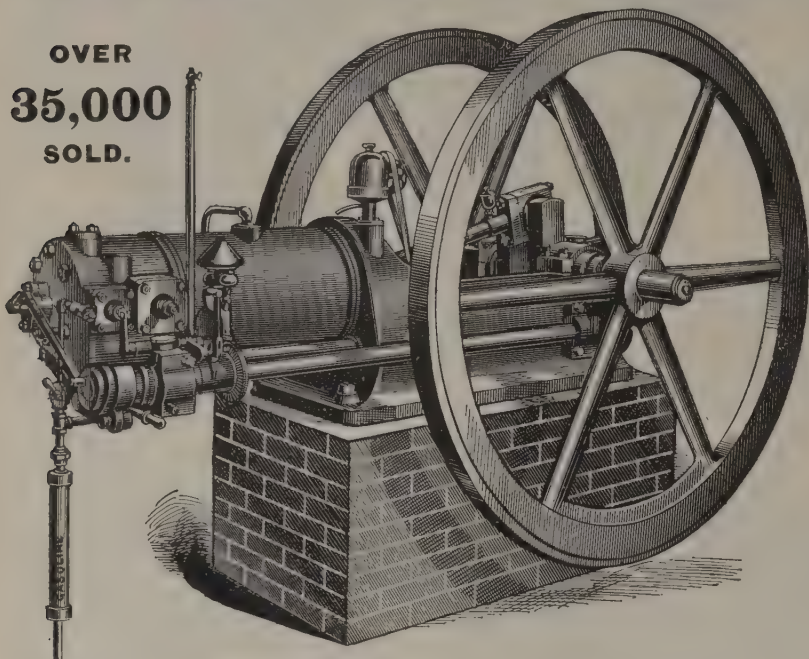
W. J. CLARK & CO., SALEM, OHIO, U. S. A.



Subscribe for the American Elevator and Grain Trade and the American Miller; both one year \$2.50. Address MITCHELL BROS. CO., Chicago

The Modern Wonder.

OVER
35,000
SOLD.



OTTO GASOLINE ENGINE



WORKING WITHOUT BOILER, STEAM, ENGINEER,
COAL, ASHES, OR DANGER.



2 Medals and 2 Diplomas at World's Columbian Exposition, making over 150 Medals and Diplomas in all.

Capacity of Works: 800 Engines per Year.
Sizes: 2 to 60 Horse-Power.

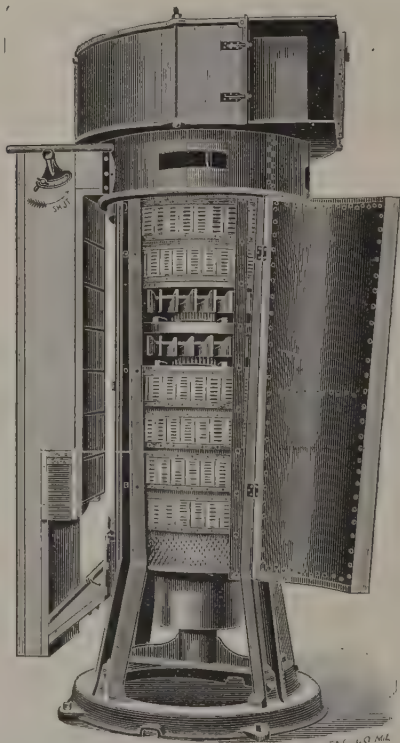
Best and Cheapest Power for GRAIN ELEVATORS,
FLOUR AND FEED MILLS, CONVEYORS, ETC.

OTTO GAS ENGINE WORKS,

OFFICES:
Thirty-third and Walnut Sts., Philadelphia.
245 Lake St., Chicago.
31 S. Penna. St., Indianapolis.
107 S. 14th St., Omaha.

The Iron Prinz. ELEVATORS.

THIS IS THE ONLY MACHINE WHICH WILL
SATISFACTORILY CLEAN SMUTTY WHEAT
IN ONE OPERATION.

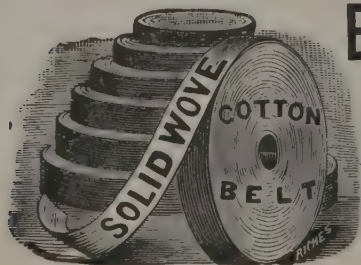


THE LARGEST CLEANING HOUSES IN CHICAGO,
KANSAS CITY AND TACOMA WILL
SUPPORT THIS STATEMENT.

For Proofs and References, Prices and Circulars, etc.,

Write to

The Prinz & Rau Mfg. Co.,
MILWAUKEE, WIS.



Elevator AND Mill Supplies
Leather, Cotton, Rubber

BELTING

Elevator Buckets, Bolts, Mill Irons, Etc.

Prices Close, and Quality the Best.

THE CASE MFG. CO., Columbus, O.

Do You Want to Sell Yours?
Do You Want to Buy One?
Or Rent One?

If so, you should advertise in the

AMERICAN ELEVATOR AND GRAIN TRADE,

which reaches a hundred times as many of
the kind of people you want to interest as
any daily paper in the country.

If you want to attract the attention of
grain men, advertise in the

AMERICAN ELEVATOR AND GRAIN TRADE.

Send us your advertisement and write for
rates. *They are low.*

MITCHELL BROS. CO.,

184 and 186 Dearborn St., CHICAGO, ILL.

An Offer to Hay and Grain Men.

THE AMERICAN ELEVATOR AND
GRAIN TRADE,
\$1.00 PER YEAR. Monthly.

THE HAY TRADE JOURNAL AND
DIRECTORY,
\$2.00 PER YEAR. Weekly.

BOTH FOR \$2.00.

ADDRESS EITHER

The Hay Trade Journal, OR
Canajoharie, N. Y.

Mitchell Bros. Co.,
184 and 186 Dearborn St., Chicago.

GRAIN ELEVATOR MACHINERY AND SUPPLIES

OUR SPECIALTY

Is to Furnish Every Description of

MACHINERY OR SUPPLIES

Required for the Equipment or Repairing of

GRAIN ELEVATORS

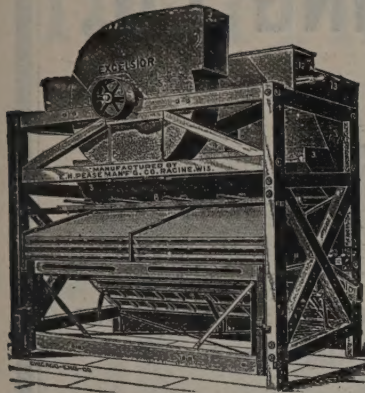
Such as:

"SWEEP" and "TREAD" HORSE POWERS,
GAS ENGINES, OIL ENGINES, STEAM ENGINES.
SHAFTING, PULLEYS, HANGERS,
PILLOW-BLOCKS, CLUTCHES, COUPLINGS,
GEARS, SPROCKETS, SET COLLARS,
LEATHER, RUBBER, COTTON AND LINK BELTING,
"FLEXIBLE" AND "SWIVEL" GRAIN SPOUTS,
ELEVATOR BOOTS, BUCKETS AND BOLTS,
"SPIRAL" AND "BELT" CONVEYORS,
"PLATFORM," "DUMP" AND "HOPPER" SCALES,
GRAIN SCOOPS, AND POWER GRAIN SHOVELS.

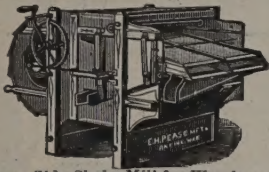
—ALL SIZES OF—

FARM AND WAREHOUSE FANNING MILLS.

GRAIN TESTERS, SEED TESTERS,
PERFORATED METALS, WIRE CLOTH,
Power Car Pullers, Oat Clippers, Dustless
Receiving Separators,
POLISHERS, SEPARATORS, GRADERS,
FLAX REELS AND SPECIAL FLAX MILLS.
"OVERHEAD," "SWEEP" AND "TREAD" HORSE POWERS,
BAG-TRUCKS, WAREHOUSE TRUCKS, ETC.



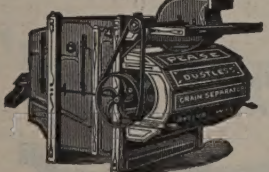
EXCELSIOR DUSTLESS ELEVATOR SEPARATOR,
Cleans, Separates and Grades Perfectly.
HAS NO SUPERIOR IN THE WORLD.



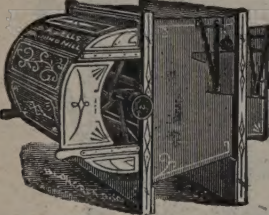
Pease Side-Shake Mill for Warehouses.



Pease End Shake Mill for Warehouses.

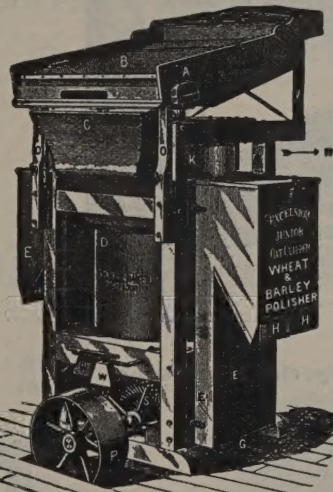


Pease Dustless Separator for Ware-
houses and Mills.



"Wells" Warehouse Mill.—Extra
Large Capacity.

IT WILL PAY
YOU
TO GET OUR
CATALOGUES
PRICES
AND PROOFS OF
SUPERIORITY
BEFORE BUYING
ELSEWHERE.



EXCELSIOR JUNIOR

Oat Clipper, and Wheat and Barley
Polisher, is the Simplest, Most Com-
pact, LIGHTEST Running, Quickest
Adjustable Machine of its kind
made

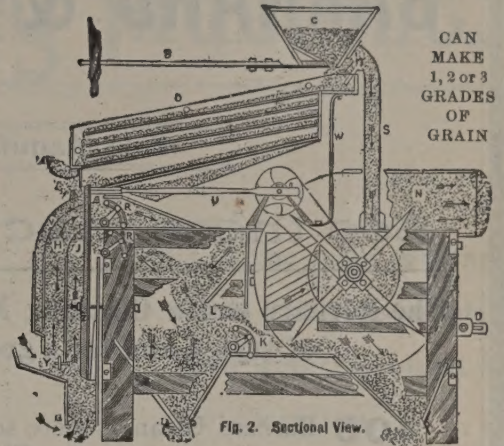
WE FULLY WARRANT
THE
SUPERIORITY
OF THE
MATERIALS USED,
THE CONSTRUCTION and
Operating Qualities
OF ALL OUR
MACHINERY.

ADDRESS

—ALL—

LETTERS CAREFULLY

—TO—



CAN
MAKE
1, 2 or 3
GRADES
OF
GRAIN

Fig. 2. Sectional View.

EXCELSIOR SEPARATOR AND GRADER.

The Finest Wheat or Barley Machine on Earth



SAFEST,
MOST DURABLE
—AND—
POWERFUL PULLER
KNOWN.

HANDLES 1 to 20
Loaded Cars at once
on STRAIGHT and
LEVEL TRACK
and pro-rata on
GRADES and
CURVES

"HERCULES" POWER CAR PULLER.

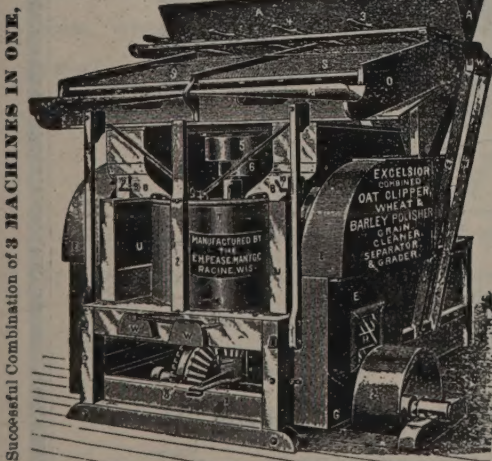
OUR FLAX REELS

Are Adopted and in more General Use by
THE MOST EXTENSIVE FLAX HANDLERS
Throughout the United States, than any similar Machines made



Made with 1, 2 or 4 Reels in one Chest, and with or without
Scalping Shoe."

Reels of any desired style or dimensions made to order.



EXCELSIOR COMBINED

Oat Clipper, Polisher, Separator, Grader and General
Dustless Elevator Separator.

This Machine has no Legitimate Rival in the World.
Send for particulars.

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

BRANCH OFFICE, No. 6 CORN EXCHANGE, MINNEAPOLIS, MINN.

FAMOUS HAND OR POWER CLEANERS COUNTRY ELEVATORS.

The Successful Combination of 3 MACHINES IN ONE.

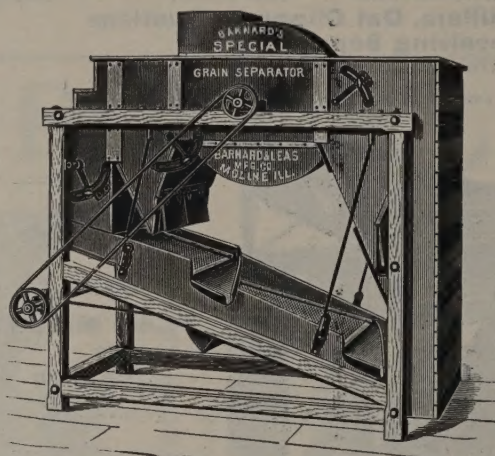
BARNARD & LEAS MANUFACTURING CO., MOLINE, ILLINOIS.

Sole Manufacturers of Barnard's Grain Cleaning Machinery.

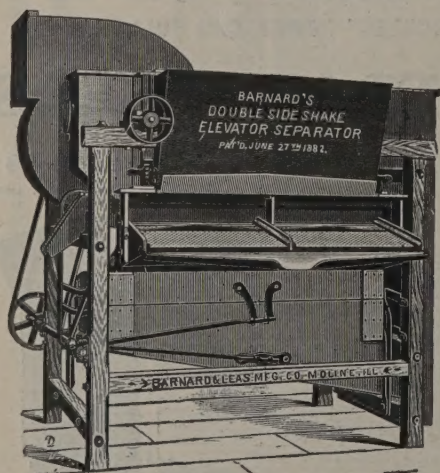
See these machines at work before purchasing.

The Barnard Grain Cleaning Machinery is built in a greater number of sizes, in a greater number of styles, and for a greater variety of uses in the mill and elevator than any other.

105 Barnard Cleaners were sold during the month of June for mills to be built and remodeled by us, for Elevators and Warehouses and incidental sales.

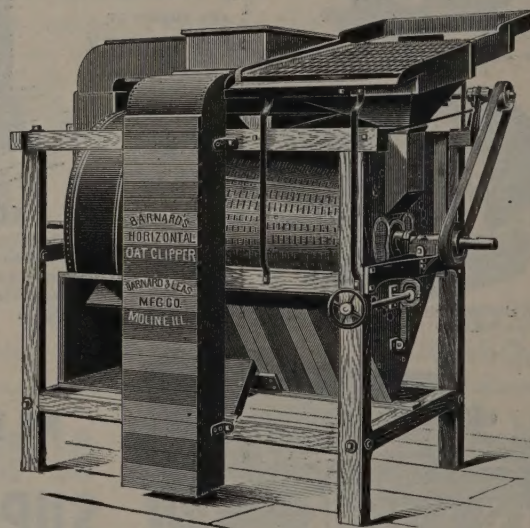


Barnard's Special Separator.



Barnard's Elevator Separator.

Barnard's Oat Clipper
and Warehouse Scourer.

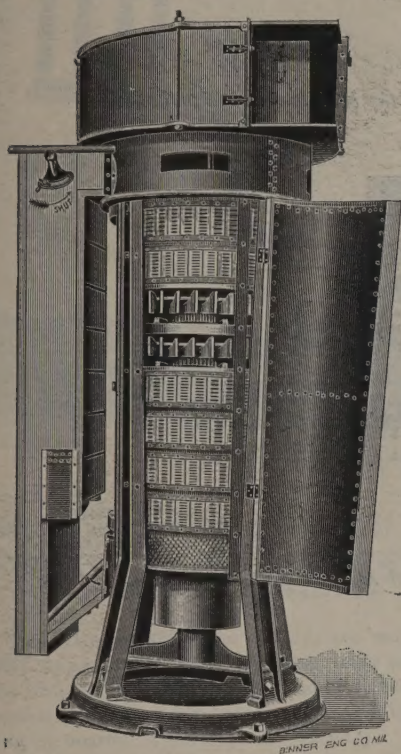


OUR AGENTS:

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General Agent Minnesota, North and South Dakota.
J. F. PAYNE, Indianapolis, Ind., Room 3, Chamber of Commerce,
General Agent Indiana and Eastern Ill.
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Asst. Agent for Missouri, Arkansas and Texas.
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Asst. Agent for Missouri, Arkansas and Texas.
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C. P. WATTERSON, Farmington, Utah,
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General Agent for Virginia, W. Virginia, Maryland
and North Carolina.
WM. R. DELL & SON, London, England.

The Prinz Grain Cleaning Machines



THE IRON PRINCE

READ THE FOLLOWING:

CHICAGO, February 23, 1893.

THE PRINZ & RAU MFG. CO.,
Milwaukee, Wis.

GENTLEMEN:—The two large Scourers we bought from you are doing good work, in fact better than you claimed for them.

Yours respectfully, J. C. SMITH,
Supt. Minnesota Elevator.

This is the only machine which will satisfactorily clean smutty wheat in one operation.

The largest Cleaning Houses in Chicago, Milwaukee, Kansas City and Tacoma will support this statement.

The Prinz Improved Grader and Separator

**BUILT FOR RECEIVING AND
MILLING SEPARATORS.**

This Separator contains all the latest improvements; amongst them are many entirely new and very valuable ones. It has a force feed, double suction, side shake, is made with or without attachment of cockle separation, entirely dustless, and is built for a capacity from 500 to 2,500 bushels.

THE SIEVES

Are constructed on an entirely new principle. Write for explanation of the same and you will be delighted by it.

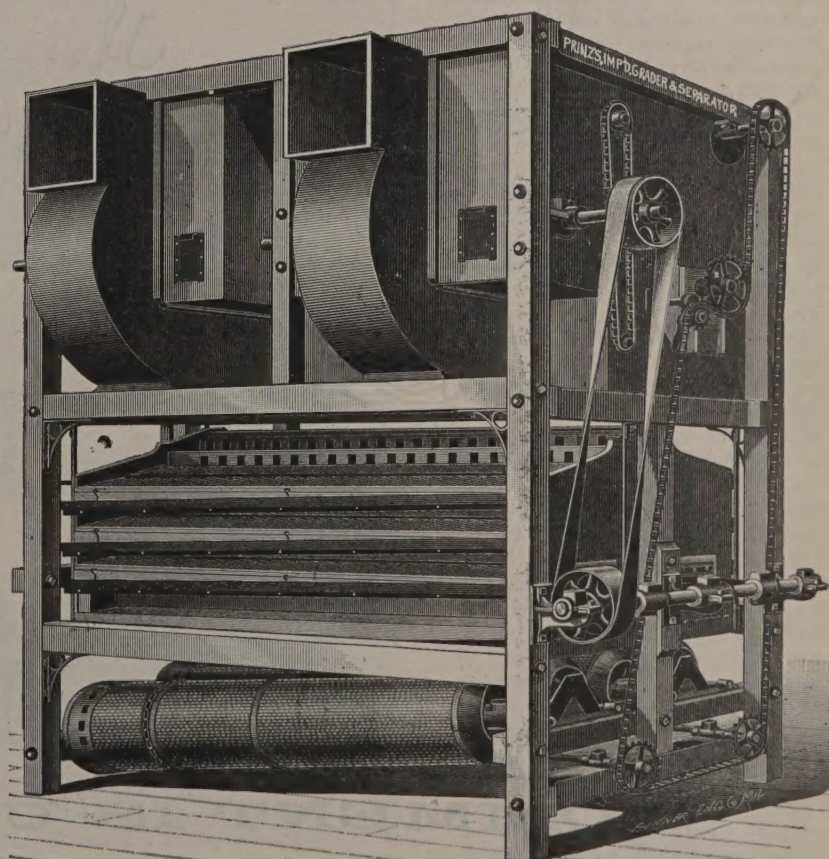
BEFORE ORDERING YOUR MACHINES, INVESTIGATE THE ABOVE FIRST, AND WRITE TO

THE

Prinz & Rau Mfg. Co.

659 to 663 East Water Street,

MILWAUKEE, WIS.



CUT SHOWS MACHINE WITH COCKLE ATTACHMENT.

G. J. ZIMMERMAN, Grain Dealer,
No. 204 FLORIDA ST.

MILWAUKEE, May 8, 1894.

MESSRS. PRINZ & RAU MFG. CO., MILWAUKEE.

GENTLEMEN:—Have used your Grader and Separator for cleaning barley and wheat for the past two years, with the very best of satisfaction. They do all the work required of a machine of that kind and do it thoroughly.

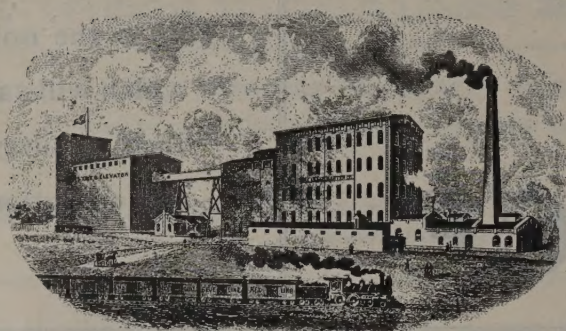
Respectfully yours,

G. J. ZIMMERMAN,

THE MONITOR GRAIN CLEANERS

Superior to Anything Ever Offered!

The most perfect Flour Mill on Earth, located in the center of the best Wheat district on the Continent.



CAPACITY 1500 BBLS EVERY 24 HOURS
BRANDS

HARTERS A NO 1
GOV. FOSTERS JESSIE
IMPERIAL
TRUE BLUE
SENECA CHIEF

CHALLENGE
PEERLESS
SNOW BLOSSOM
GOLD DUST
GENERAL FAVORITE



M D HARTER, President
ISAAC HARTER, Vice Pres
A MENDEL, Supr
W.C. BROWN, Treas
W.F. DAY, Secy

Fostoria, Ohio, U.S.A. April 12th 1894

*Huntley, Cranson & Hammond,
Silver Creek N.Y.
Gentlemen:*

The two Monitor Grain Separators bought of you two years ago have been in constant use in our Interstate Warehouse and have cleaned over three million bushels of wheat since first started; we are pleased with the machines as they do their work well and have large Capacity

*Yours Truly
The Isaac Harter Co
A. Mendel, Vice Pres*

Addressed

COMMENT IS UNNECESSARY.

If you are interested in Flax Cleaners write us. Full particulars on application.

HUNTLEY, CRANSON & HAMMOND, Silver Creek, N.Y.

B. F. RYER, General Agent, 799 West Monroe Street, Chicago, Ill.